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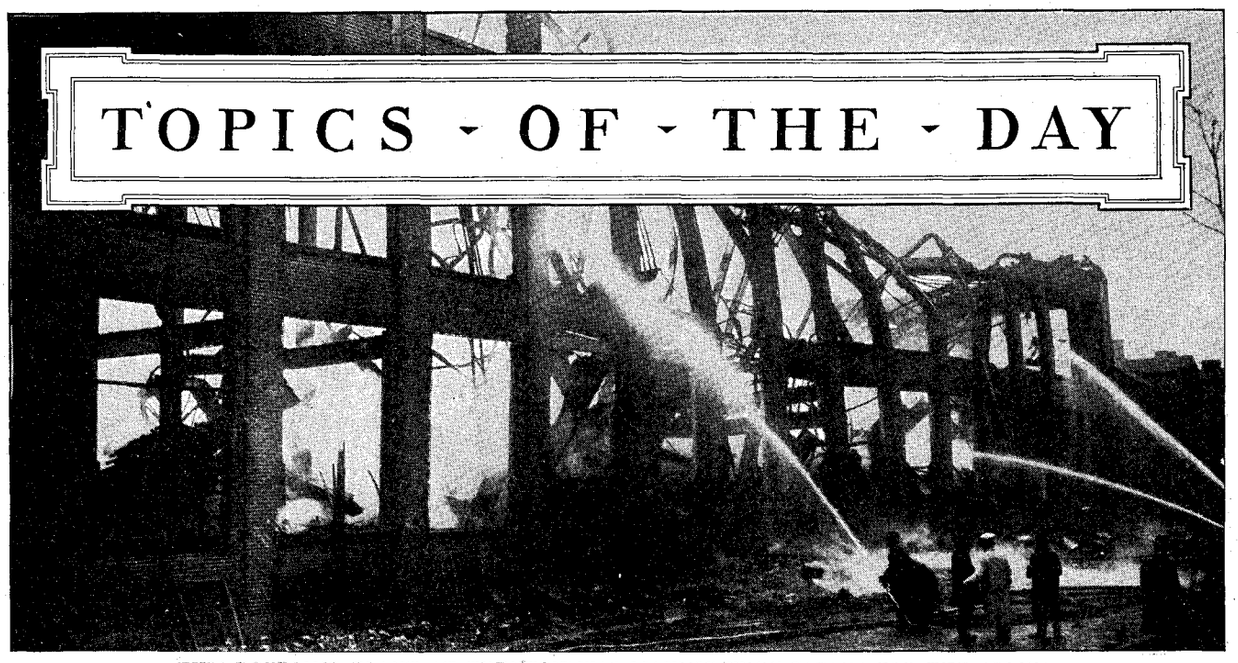

THIS ROEBLING PLANT AT TRENTON WAS MAKING WIRE-CABLES FOR THE ALLIES.

BRINGING THE WAR TO THE UNITED STATES

IS THE RECENT EPIDEMIC of fires and mysterious explosions in American munition-plants and on ships carrying American arms to the Allies due to chance, to irresponsible fanatics, or to the secret promptings of a foreign Government? These questions are asked with growing insistence as the tale of such events lengthens. Already, according to a list published in the New York *Journal of Commerce*, there have been about forty of these fires, involving more than a score of deaths and property-losses aggregating over $5,000,000. In one week the papers reported a $55,000 fire in the Baldwin Locomotive Works, where engines for the Russian Government are being built; the destruction of two buildings of the Midvale Steel and Ordnance Company, which is making 3,000,000 Lee-Enfield rifles for the British Government; damage amounting to about $1,500,000 in the Bethlehem Steel Company's ordnance plant; a $1,000,000 fire in the Roebling steel-rope plant, which was filling orders for the Allies; and a fire in the ordnance plant of the Thomas P. Skelly Bolt Company, in Philadelphia. In the same period a big fire also occurred at Stamford, Conn., in the plant of the Synthetic Color Company, which was manufacturing anilin dyes —until recently a German monopoly. In the light of these fires many editors are rereading the bomb-plot confession of "Lieutenant" Fay, now under indictment on a charge of conspiring against the United States, and are giving a less skeptical hearing than they would otherwise have given to the even more startling statements of Dr. Joseph Goricar, who was for fifteen years in the Austro-Hungarian consular service. They are also recalling the fact that scarcely three months ago Dr. Constantin Dumba, the Austrian Ambassador at Washington, wrote to the Austrian Minister of Foreign Affairs: "We can disorganize and hold up, if not entirely prevent, the manufacture of munitions in Bethlehem and the Middle West, which is of great importance and amply outweighs the expenditure of the money involved." And a dispatch from Bern tells us that "in Germany and Austria it is openly boasted that the destruction of American ammunition-works is only beginning."

The Austrian Embassy, it is true, denounces Dr. Goricar as a liar and a paid agent of the Russian Government, but the Brooklyn *Citizen* thinks that "it is not necessary to credit his story in order to reach the conclusion that a vast conspiracy exists in the country, having for its object the destruction of American factories filling war-orders for the Allies and the setting fire to passenger- and cargo-ships plying between American ports and ports of the Allies." *The Citizen* goes on to say:

"In the light of the occurrences on this head since the outbreak of the war, denial of this fact is an absurdity. This much

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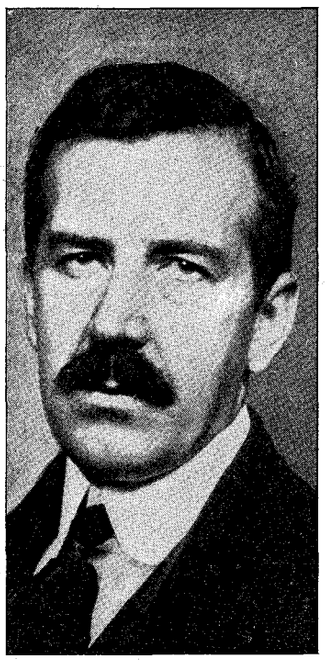
being admitted, it stands to reason that either the Governments of Austria and Germany are behind the incendiaries or individuals or organizations fanatically devoted to the cause of the Central Powers. In either event it is the duty of the Federal Government to hunt down these conspirators, even if the trail leads, as Mr. Goricar claims, to the doors of the German and Austrian embassies. His story is sufficiently plausible to warrant investigation."

The President has already commissioned Chief Flynn, of the Federal Secret Service, to head a thorough investigation of all these mysterious occurrences, Washington dispatches tell us. Editorial observers, meanwhile, are divided between the theory of an officially organized plot controlled from Berlin and Vienna, and the belief that all can be explained by the sporadic and unauthorized activities of fanatical sympathizers with the Teutonic cause. Few now seem to hold to the theory of pure chance. As the New York *Sun* notes, "when the arm of coincidence stretches out over a sequence of months, setting fires and blowing up powder-mills, every last one of them an actual or potential source of supply of munitions to the enemies of Germany—then the arm of coincidence begins to look very much indeed like a German arm." "The Teutonic Governments are either directly making secret warfare on the United States or are the victims of a peculiarly strong chain of circumstances," argues the South Bend *Tribune*. As the New York *Evening Sun* sees it, "the flaming facts of every-day occurrence in this country testify that guerrilla warfare is being systematically waged by outsiders against the legitimate business of our citizens." The New York *Times* is also convinced that "organized warfare is being conducted against a number of American industries in the interest of two foreign Powers." "In a less measure than abroad, the policy of frightfulness is being applied to the United States," remarks this paper, which goes on to say:



CENTER OF A VERACITY DISPUTE.

Dr. Joseph Goricar avers that the explosions and fires in our munition-plants are inspired by the German and Austrian embassies. They retort by classing him with Ananias.

"As long as the destruction of munition-plants could with any shadow of probability be attributed to accident or to natural causes, that allowance has been made. It has been stuck to with courteous patience long after the probability ended. To stick to it any longer would be pretense."

The suspicion that paid agents of Austria and Germany are responsible for the epidemic of destructive fires in American munition-plants "may be quite unfounded," remarks the Philadelphia *Telegraph*, "but thousands of Americans who have no pro-Ally sympathies share it." The Brooklyn *Eagle* demands that this "outrageous and intolerable" conspiracy be run to earth, and the Boston *Transcript* says that this should be the first duty of Congress when it convenes next month. Says *The Transcript:*

"We are no longer a united people, but one rent in twain on next to the most serious line of cleavage that could be conceived—the racial line—and after the 6th of December it will be no longer possible for us to delude ourselves on that point. The issue must be met squarely, and in no more important posture will it be presented than in that involving the propaganda of frightfulness that has gained such unrestricted headway in this country.

"If the Secret Service of the United States is hampered by executive timidity or lack of funds, Congress must supply both backbone and money to the end that all possible information be obtained. If necessary there should be instituted at once a Congressional investigation of this, the most sinister thing in our history. It is high time that the bomb-throwers and incendiaries who are conducting open warfare against the people of the United States were lodged in jail, and that the campaign they are waging was traced to its inspiration. If the slimy trail leads to the door of the German Ambassador in Washington we want to know it, and we want prompt action.

"To secure the necessary legislation for such a thorough investigation into the whole history of the German propaganda as is essential, it will be necessary for the real Americans in the Senate and House of Representatives to use all that they have of courage and fidelity and patriotism, for it is certain that they will meet opposition at every turn. The coming Congress will offer unparalleled opportunities for statesmanship. We should not be surprized to see come to the front before its adjournment the man chosen by destiny to be the next President of the United States."

The whole question of Teutonic propagandist methods in the United States has been still further emphasized in the public mind by the alleged "revelations" of Dr. Joseph Goricar, made through the columns of the frankly pro-British Providence *Journal*. Dr. Goricar, who claims to have resigned from the Austro-Hungarian consular service because his Government demanded of him when stationed in San Francisco the work of a spy as well as of a consul, says that there is an army of about 3,000 Teutonic spies in this country, all of them card-indexed in the offices of Captains Boy-Ed and von Papen and Consul-General von Nuber. He maintains also that all operations against munition-plants are known in advance and approved by the Austrian and German embassies. To quote his statement in part:

"The United States is not awake to the danger which threatens her from the activities of German and Austrian agents who, since the beginning of the war, have spent from thirty to forty million dollars in this country in their efforts to destroy life and property, to set brother against brother, to create a political and social upheaval, and to prevent, by any kind of crime necessary, the shipment of munitions of war to the Allies.

"These men are more active to-day than they have ever been, for the simple reason that the economic strain on Germany has become greatly increased in the last few months, and that she has reached the top limit of her capacity in production and resources. From my knowledge of what is going on I can state that the propaganda will greatly increase in the near future, and that in a few weeks this country will be brought face to face with a grave situation involving attacks on railroads, warehouses, wharves, and shipping. . . . . .

"I will state further that no act of violence, whether it be a fire in a munitions-factory, the explosion of a bomb on board a ship, or the establishment of a fraudulent-passport office, springs from the demented mind of any individual. Every act is planned in advance, men who can be trusted to go through with such criminal performances are selected, and the whole scheme is worked through the system. Individuals are simply carrying out orders that they get from above.

"My fifteen years' experience in the foreign service of Austria-Hungary has given me exact knowledge of this spy system which at present is directed by the German Embassy through Captain Boy-Ed and Captain von Papen, acting directly with Consul-General von Nuber in New York. These three men have full and complete knowledge of every move made by every German and Austrian spy in the United States. In spite of their assertions that they are innocent of any wrong-doing or of any knowledge of the burning of munitions-plants or of wrecking of ships, they are in immediate touch with every such transaction.

"Every spy operating in this country to-day is officially listed in the offices of these men and their records are kept in card-index form. There are, I should judge from my personal knowledge, about three thousand of these men in the United

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THE SOWER.
—Chamberlain in the New York *Evening Sun.*

WHOSE HAND?
—Harding in the Brooklyn *Eagle.*

SOWING AND REAPING.

States to-day and every one of them will do exactly what he is ordered to do, and consider himself, as in fact he really is, a soldier under the direct instruction of his military superiors."

Dr. Goricar's charges are denounced as utterly false and absurd by the Austrian Embassy, and this denunciation is echoed by the leading Austrian consulates throughout the country. Moreover, they turn the tables on him with the assertion that he himself is a spy in Russian pay. In an official statement issued by the Austrian Embassy we read:

"Ex-Consul Dr. Goricar, formerly of San Francisco, had been on leave of absence at the time of the outbreak of the war and had been temporarily attached to the Austro-Hungarian consulate in Berlin. There, soon afterward, he obtained knowledge that the Austro-Hungarian authorities had received information about his secret connections with the enemies of Austria-Hungary, and, evidently fearing detection, he suddenly left his post without permission and disappeared. Later on it was learned he had gone to Italy and was staying in Rome. He tendered his resignation, thereby preventing his dismissal.

"While in Rome it was ascertained that he was in close relations with Russian and Servian agents, obviously with the purpose of going to the United States to use his knowledge of the centers of Slavic immigration coming from the monarchies in the service of the Panslavic propaganda and with the intention of disseminating disloyalty among our immigrants against their country of birth.

"The Austro-Hungarian Embassy has been informed that quite a number of Southern Slavs from the Monarchy have been enlisted by the agents of the Allies and left this country in order to fight against Austria-Hungary. It is probable that Dr. Goricar's subversive activity contributed to these regrettable acts of treason which certainly, without changing the outcome of the war, will be of the gravest consequences for those who may be made prisoners of war. . . . . .

"In view, however, of these present statements, which contain the strongest accusations against the representatives of Austria-Hungary, the Embassy emphatically declares these accusations as false and absolutely baseless, as silence otherwise would be taken as acknowledgment and would create the belief that our consulates actually engaged in activities in violation of the laws of this country."

PROBING THE "ANCONA" TRAGEDY

A DIFFICULT PROBLEM confronts the United States Government in the *Ancona* case, our editors observe, because of the lack of definite information, and more particularly because the respective official statements from the Austrian and Italian Governments absolutely contradict each other. Partial lists given out by the Italian steamship-line contain the names of nine Americans among some 200 missing from the *Ancona*. Last week, the State Department had only scattered reports, which, according to the New York *Sun's* Washington correspondent, "do not establish definitely how many Americans were on board and how many of them were lost, and contain no information whatever on the vital questions as to whether the *Ancona* was warned or whether flight was attempted." Neither the Austrian account, which affirms the warning, nor the Italian one, which denies it, note the Washington correspondents, can be considered valid evidence by our Department of State, and the United States Government is conducting an inquiry of its own through its diplomatic and consular agents. The general press reports, observes the Boston *Journal*, "indicate a combination of stubborn recklessness on the part of the *Ancona's* captain, poor training and poor judgment among the vessel's crew, possibly with carelessness aboard the submarine, which is said to have tried to frighten the *Ancona's* officials into haste in abandoning the ship."

The Austrian official statement is found quite unconvincing by the New York *Evening Sun*, which asserts that it "conflicts with every particle of evidence already before the public." And the New York *Journal of Commerce*, *World*, *Globe*, *Evening Post*, and Philadelphia *Inquirer* declare that even accepting the Austrian story at its face value, the attack on the *Ancona* was a wanton act of brutality. The text of the statement given by the Austro-Hungarian Foreign Office to Ambassador Penfield, as cabled to this country, reads as follows:

"Submarine fired warning-shot across bow of steamer, where-

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upon latter fled at full speed. She thus carried out instructions officially given all Italian steamers at beginning of war to attempt to escape upon being held up by submarines or to ram, according to position of latter.

"Escaping steamer pursued and fired upon by submarine, but did not stop until receiving several hits. Forty-five minutes given passengers and crew to leave ship, on which greatest panic reigned. Only a portion of boats lowered, which were occupied by members of the ship's crew, who pulled hurriedly away. Great portion of boats, which would apparently have sufficed for rescue of all hands, not occupied.

"After about fifty minutes submarine submerged on account rapidly approaching vessel, torpedoed *Ancona*, which did not sink until further lapse of forty-five minutes. If many passengers lost lives, blame rests entirely with crew because, instead of stopping upon warning shots [*Ancona*] fled, and compelled submarine to fire, and because crew endeavored to save only themselves and not passengers, for which there were ample time and means.

"Story that submarine fired upon loaded boats and people in water is a malicious fabrication, for reason ammunition much too valuable for submarine if for no other. No further shot fired after vessel stopt."

The official Italian version of the *Ancona* affair is contained in a communication addrest to all the neutral Powers. It calls the sinking of the steamer an "unparalleled atrocity," and reads in part as follows:

"The unarmed liner, en route to New York, was steaming westward between the coasts of Sardinia and Tunis, carrying passengers and cargo destined for America.

"It was out of the question that the vessel could have been suspected of carrying arms or contraband or persons in the service of any of the belligerents. In fact, none of the circumstances alleged in other cases in an attempt to justify actions described by their authors as a necessity of war or as a reprisal were present in the case of the *Ancona*.

"There are principles that no State ought to disregard and no private individual could violate with impunity. Respect for the lives of persons in no way participants in a war is among these fundamental rules of humanity and international law. This rule imposes upon belligerents the strict obligation to do all in their power in every circumstance to protect the lives of such passengers.

"Without any warning whatsoever, without even a blank shot, without observing any of the formalities accompanying the right of search, the submarine encountered by the *Ancona* in the aforementioned circumstances opened fire on the unarmed passenger-liner, ruthlessly shelling not only the wireless apparatus, sides and decks of the ship while she was at a stop, but even the life-boats in which the terrorized passengers were seeking refuge. Many of the passengers were killed outright or wounded. Some who approached the submarine in the hope of rescue were driven off with jeers. As a result of this inhuman procedure more than 200 men, women, and children lost their lives."

Tho the Austrian note does not definitely state that the submarine which sank the *Ancona* was Austrian, such an assertion would seem to be implied in the Austrian Government's assumption of responsibility for its acts. A Rome dispatch to the New York *Sun*, however, contains the following sentence from an official report of the Italian War Office: "The submarine being German, Germany opened hostilities against Italy without a declaration of war."

As the State Department of the United States is in the habit of relying upon American testimony in such investigations as it is conducting with regard to the *Ancona*, the connected and detailed account of the disaster by Dr. Cecile Greil, an American survivor, may figure largely. Dr. Greil, a New York woman physician, declares in a dispatch to the London *Daily Mail:* "We received no warning to stop. The first shot crashed into the fore part of the ship, shattering the bridge and deck." "All was confusion and panic." Dr. Greil went to her cabin for her passport. As she tells it:

"When I got to my cabin and stooped to open my trunk, which was under the bed, I heard my port-hole window crash inward and felt the whizzing of a shell over my head. I saw Maria, my stewardess, fall dead before the door, struck by a shrapnel-bullet."

Returning to the deck, Dr. Greil found "not a soul was in command of the passengers. Chaos reigned." Only a few, she says, "had life-belts. The second-cabin and steerage people lost their heads utterly, and no one helped them with belts." Dr. Greil finally jumped into one of seven boats which got safely away from the *Ancona*, tho she was "expecting every moment to be killed, for shells struck many small boats and injured or killed the passengers." From the boat Dr. Greil saw the end of the *Ancona*:

"I saw the track of a torpedo that had been fired from the submarine. It hit the *Ancona* with a terrific explosion, accompanied with a great mass of steam and water, which rose high above the vessel. She listed, turned turtle, and sank in seven minutes."

"I JUST CAN'T MAKE MY FEET BEHAVE!"
—Evans in the Baltimore *American*.

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THE RIVALS.
—Cassel in the New York *Evening World*.

AUSTRIA BEGINS WHERE GERMANY LEFT OFF.

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AMERICA TO REBUILD FRANCE

THAT EUROPE MUST BE REBUILT after the war, and that a large part of the material for the rebuilding must come from America, are natural conclusions which the editor of the Indianapolis *News* believes to be confirmed by the recent arrival in this country of the French Industrial and Commercial Commission. These gentlemen, who quite appropriately came on the maiden voyage of the French liner *Lafayette*, will arrange for the annual expenditure of hundreds of millions of francs, or scores of millions of dollars, for American machinery to be used in the rebuilding of French industry. The Commission, as the Springfield *Republican* notes, is not a Government organization, but is promoted by leading French commercial bodies and bankers. It is composed, the New York *Times* tells us, "of distinguished experts, the Secretary of the Appropriations Committee of the Chamber of Deputies, a representative of the Crédit Foncier, delegates of the French spinning industry, the Department of Agriculture, and the Department of Commerce—official spokesmen, in short, of French agriculture, banking, commerce, and industry." These experts will observe and plan, inspect our industries, and talk with our business men. The actual purchasing will come later, when the war is over. Maurice Damour, who heads the Commission, thus explained his errand to inquiring newspaper men:

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HERE TO SPEND MILLIONS FOR AMERICAN MACHINERY.

And incidentally to wage "a terrific commercial war" against Germany. The first contingent of the French Commercial Commission are (from the reader's left to right): T. Chouffour, banker; Chairman M. Damour, of the French Chamber of Deputies; E. Delasalle-Thiriez, of the Spinners' Syndicate; Lieut. J. Le Suer, engineer; and L. Trincano, director of the national watchmaking school at Besançon.

"The United States has built a great reputation for making machinery of precision and reliability as a result of the materials sent to France since the war. This country will get the great trade in machinery that Germany had before the war, a trade that amounted to $160,000,000 a year. That is why we are here to learn what to buy and how best to buy it and arrange close connections between the banks of the two countries to aid in making the purchases. We want the cooperation of your industries, your commerce, and your banks. To obtain that is our mission.

"We want to effect a general modernization in all French commercial, industrial, and agricultural lines. With our population reduced by war we will be compelled to equip our factories with modern machinery. The money that we spent in Germany for that purpose will be spent in the United States. The figure of $160,000,000 a year is small compared to what will be spent in the future, because the machinery of northern France has been destroyed, and as the Germans withdraw they will leave little that can be used by us. We shall eventually buy every kind of machinery, agricultural implements, tools, hardware, spinning machinery, clock-making machinery, and mining machinery.

"In return we want the United States to buy the manufactured output that the United States formerly bought from Germany, our toys, for instance. We do not want to go into competition with you. The machinery we buy will not be used for that purpose. We shall ask you to buy from us goods that you do not manufacture here extensively and which formerly came from Germany. Our war with Germany will not end with the fighting. A trade-war will follow."

Much business for the United States, declares the Springfield *Republican*, ought to come out of this visit. Between the value of Europe's present needs, the "war-orders," says *The Wall Street Journal*, "and the prospective replenishments and expansion that will arise after the war, a large section of United States business seems to be provided for in years to come." And the New York *Times* is led to observe:

"Those who may be alarmed by the absurd prominence given to the munition- and other war-orders, those who dread lest American commerce should not be 'stabilized,' forget how great a business the rebuilding after the war will bring to the only country in a condition to do it. The mere item of agricultural machinery will be stupendous. Russia's demands alone will be very great. And altho the development of her industries has been difficult and she must remain predominantly agricultural, her industrial needs will also be great. Over much of Europe, outside of Great Britain, replacement and restoration will be the imminent task of nations. It is for the United States to do what service it can in such a situation and to take all the advantage it can get out of such a situation so long as it lasts."

In view of French intentions, it is natural, according to the Indianapolis *News*, "that the fear of a terrific slump of business in this country when peace comes again should be lessening, and be succeeded by a feeling that we have a large amount of profitable commerce and industry ahead of us, which, with good tariff and shipping management, should forward our prosperity in a way that we have never before experienced."

Finally, the Democratic New York *World* uses the visit of these French business men to calm the fears of its "standpat friends." Advocates of a high protective tariff have predicted that after the war we will be flooded with European goods produced by "cheap labor," which will ruin American industry under a low tariff. But, says *The World*, "instead of contracting for the sale here of a destructive avalanche of pauper-labor goods," the French Commission "will contract for the purchase of machinery and material to rebuild the destroyed factories of northern France and reequip the factories of those sections of France unravaged by the war." France, continues *The World*, ought to know almost as well as do our protectionists "how the war will affect European labor and industry."

"France, at least, is not calculating that a war which kills off and disables labor on a scale never before known is going to make labor superabundant; or that a war which leaves anybody alive is going to relieve the living of the necessity of building themselves up from the ruins. France will need new and better machinery not, gentlemen standpatters, because labor will be of a pauper plenty, but because it will be scarce and costly."

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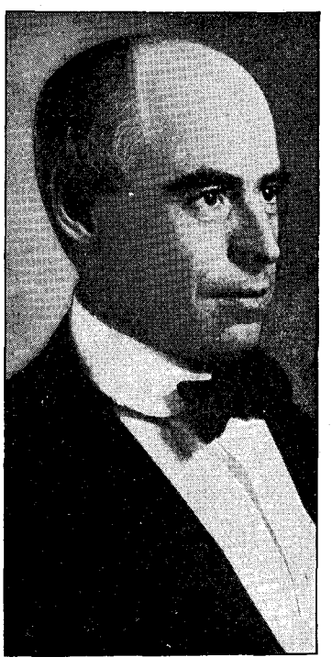
HOW ATTRITION MAY DECIDE THE WAR

THAT ATTRITION will be the deciding factor in the European War, giving the victory at last to the side with the greatest reserves of men to draw upon, is an opinion held in the Allied countries and familiar to all students of the great conflict. But until now the public has lacked any comprehensive estimate of the rate at which this process of attrition is actually going on, and of the results that consequently may be looked for at a definite date in the future. Such an estimate is supplied by Mr. Frank H. Simonds, of the New York *Tribune*, who reaches the conclusion that by April the Teutonic allies will have only 3,500,000 fighting men in the field without reserves to draw upon, while the Quadruple Alliance will have 5,250,000 in the field and several million reserves. Mr. Simonds simplifies his calculations by ignoring Belgium, Servia, and the French and British colonies on the one hand, and Bulgaria and Turkey on the other, on the theory that "these may fairly be said to balance and can not affect the main problem." The background of all his calculations is the fact that the total population of Russia, France, Italy, and Great Britain is more than double the total population of Germany and Austria. Applying the rule that one-tenth of a nation's population can be made available for military service, Mr. Simonds finds that, "roughly speaking, the wealth of men of the Allies may be represented as about 27,500,000 against 11,750,000 for the Austro-Germans."



HE SEES GERMANY LOSING.

Mr. Frank H. Simonds, war-expert of the New York *Tribune* and author of "The Great War," argues that time and the steady process of attrition will give the victory to the Allies.

Taking first the case of Germany, he cites an assertion made by the French General Staff a few months ago that "the net German losses a month—that is, the number of men permanently eliminated by death, capture, or serious wounds, together with those rendered unfit by illness—amounted to 250,000." At this rate of wastage, we read, Germany would have lost 3,750,000 men by November 1, and would then have had left only 3,000,000. A later estimate by British experts, based on Britain's own experience that a field-army in this war "loses 10 per cent. gross and 6 per cent. net a month," puts Germany's permanent losses in the first fifteen months at 3,000,000. For the latter figures Mr. Simonds finds some corroboration in Prussia's official casualty-lists. He writes:

"The German official statement, showing the Prussian losses for the first twelve months, was 1,920,000, and Prussia has three-fourths of the German population—that is, with the smaller States, who report through Prussian lists. With the losses of Saxony, Bavaria, Wurttemberg, and Baden, which report separately, the German loss would be 2,400,000; but this is the gross, not the net or permanent loss. On the other hand, no report is made of the losses through disability other than by wounds. British experts have calculated that this about balances the gain by the return of the wounded, which would make a loss through disability of about 2 per cent. monthly; not a high figure, considering the strain of the campaign and the inferiority of material, for the armies of the conscript nations are not picked men. Accepting this British calculation, which is wholly reasonable, the British estimate would be corroborated."

On the theory of a "net loss of 6 per cent. a month," Mr. Simonds estimates that on April 1 Germany would have 2,300,000 men in the field, "or a number one-third smaller than the average size of her armies in the first year." Turning to Austria, he finds that the estimates of her losses are "various and highly involved," but that the total for the first year "has been generally fixt at not less than 3,000,000, leaving her 2,000,000 available." The 6 per cent. a month rate of wastage would leave her 1,200,000 men on April 1. Thus by next spring the Austro-German forces would be reduced to 3,500,000.

Applying the same method to the armies of the Allies, he finds that France, which has averaged 2,000,000 men in the field since the war began, had suffered a permanent loss of 1,800,000 by November 1. By April 1 she will have only 1,550,000 men in the field, and no reserves:

"But the French Army will still have by its side in the West 1,000,000 British, because the British had on November 1 not fewer than 2,500,000 troops available, and this would enable them to maintain an army of 1,000,000 in the West and 500,000 in the East or at home, and supply all casualties. The Anglo-French force in the West would thus be on April 1, when the spring campaign might be expected to begin, over 2,500,000, or more than the whole German force left in existence. . . . . .

"In the case of Russia, casualties are of less moment. Having at least 17,000,000 men, Russia used in the first year some 5,000,000, and lost, perhaps, 3,500,000. Since then she has lost, perhaps, 750,000; but her problem is not to find men, but equipment. Thus her Army may fall to 1,000,000 in times of defeat and disaster, but next spring she will have at least 2,000,000 again, which is about the size that her field-armies are fixt at on a war-footing.

"As to Italy, the situation is quite the same. Italy has only put an army of 750,000 in the field, and she can keep it at this figure for several years, having a reservoir of 3,500,000. Combined, Russia and Italy should have 2,750,000 men on April 1, and behind them very great reserves. This is to be set against the Austrian strength of 1,200,000 and no reserves, just as the German 2,300,000 may be set against the Anglo-French forces of 2,550,000, behind which are considerable British reserves, both of troops already in hand and prospective enlistments. We have, then, according to this estimate for April first, 5,250,000 for the Quadruple Alliance and 3,500,000 for the Dual. In addition, Russia and Italy will have several millions of reserves each and Great Britain at least one million."

According to these estimates, by April 1 Germany will have lost 5,450,000 men, killed, captured, or permanently disabled; Austria, 3,800,000; France, 2,450,000; Russia, 6,000,000; Great Britain, 1,250,000; and Italy, 750,000.

"But the essential fact to recognize is that the weaker alliance, so far as numbers are concerned, will then be hopelessly outnumbered in the field and destitute of reserves, while the opposing alliance will have both larger field-armies and very considerable reserves still available.

"Such troops as the Austro-Germans then have will in the opinion of the Allied experts be wholly insufficient, not merely to take the offensive, but to hold the long fronts in the East, the West, and South, which will include both the Italian front and the Balkans. By this time the Allies are certain that the retreat from Poland or Belgium will be inevitable, and the first sign of German retreat will be accepted as proof of German defeat.

"All Allied military authorities expect to see the war ended by German exhaustion in men by the approach of next autumn, and possibly by midsummer. They find additional support for their faith in the growing difficulties of the German food-situation. There are considerable differences between French and British estimates of German losses; there is no difference, save in time, as to the actual exhaustion of German man-power next year."

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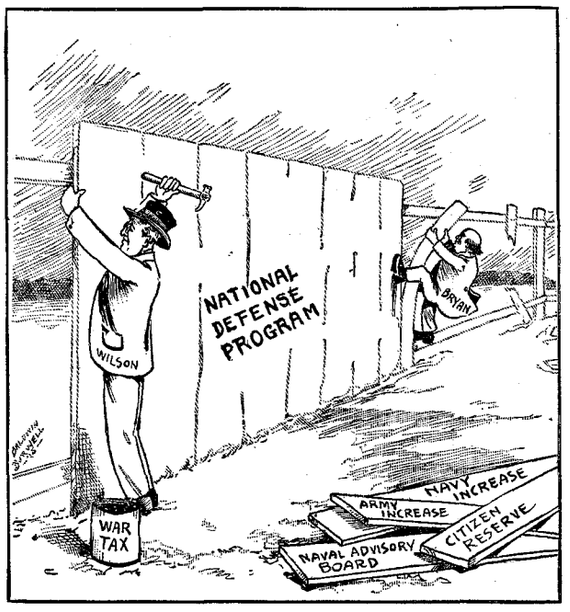
Such is the case for an Entente victory by attrition as argued in France, Russia, and Great Britain. But Mr. Simonds tells us that "not all Allied observers accept these arguments, and they are rejected in totality by all German writers and sympathizers." Of this other side of the case he goes on to say:

"German experts insist that Germany can put far more than one-tenth of her male population in the field, and point to figures showing at least 9,000,000 available. But this includes those employed in munition-works, on the railroads, and in other trades which must go on if the nation and the Army are to live. If you grant that more Germans are available, then necessarily more French, Russians, and Italians are available, and you merely postpone the inevitable.

"Again, Germans argue that the Allies are at the end of their resources in money and that France and Russia are about ready to make peace. This is an open question, but certainly it does not affect the main question that unless Germany succeeds in getting peace soon she will be beaten by mere attrition."

POINTS IGNORED IN "PREPAREDNESS"

THE NEED of better national preparedness for war has been formally recognized by the President after a year of agitation, and in a few days Congress will be asked to spend hundreds of millions to provide more men for both Army and Navy, more guns, more ships, more ammunition, more motor-cars, aeroplanes, and supplies, and more effective training in the use of these things. But watchful observers still see something lacking. In his Manhattan Club speech, Mr. Wilson spoke of "the mobilization of all the resources of the nation." But that was all he had to say, comments *The New Republic*, which would like to know what the Administration "is planning for the financial, commercial, and industrial elements of real preparedness." This New York weekly also strongly emphasizes our need of social preparedness. And the Omaha *World Herald*, warmly commending its stand, remarks that "military and naval preparedness, unless it stands on the solid foundation of a well-ordered society, may prove of little value in the awful day when



TEAM-WORK (NEW STYLE).
—Burwell in the Washington *Herald*.

the storm descends and the winds assail with all their destructive fury." And looking at the matter from another aspect, Mr. Norman Angell declares that "a country can as little dispense with preparedness in policy as in arms." In his recent book, "The World's Highway," he scouts the idea that our Army and Navy will never be used except to repel attacks on our own coasts. He shows us, too, that we must look to allies as well as to armor, and that if America intends to vindicate her rights by military means she must "enter into the game of military alliances."

There is no answer, admits *The New Republic*, to those reformers who "say that successful war is impossible to-day for a

'TWIXT LOVE AND DUTY.
—Fitzpatrick in the St. Louis *Post Dispatch*.

nation that clings to a *laissez-faire* policy about property, business, labor, and social organization." It reminds us that in England, in the very first days of the war, "the moratorium, the support of the discount market, the backing up of insurance, the breaking of monopolies in food, the prevention of hoarding, required a use of the highest kind of Governmental initiative. Preparedness would mean that these measures had been planned ahead, that men knew what they were to do." Complete preparedness would mean even more, continues this editor:

"Modern war implies a concerted use of the railroad, telegraph, telephone, postal, and wireless services. Are our systems of communication capable of coordination at short notice? Is any one preparing a plan by which the constitutional difficulties can be circumvented and a powerful national control imposed? Modern war requires the commandeering of much private property. Is any one studying what property would have to be taken, what the terms would be, what the procedure, and what the administrative technique? Modern war requires a very flexible factory system with men adaptable enough to turn quickly from one kind of work to another. Is the Government planning to make a survey of our industrial assets so that they can be mobilized effectively? Modern war is a relentless test of organization. The transition from a peace basis means temporary unemployment, malemployment, destitution, food-scarcity. The raising of armies means the creation of large numbers of dependent women and children who require pensions and relief. These needs can be handled only by a large administrative machine composed of men with expert knowledge. Our present method of foozling with unemployment, sickness, age, and infancy would break down utterly in a war that really tested the nation.

"But there is one lesson from England which overshadows all the rest. It is that no matter how well the Governmental machinery is improvised, it will not work without the active cooperation of labor-unions. Fought as dangers to the State, regarded as a menace to security, they have proved themselves to be organizations which the nation can not do without. . . . . .

"A planless society can not suddenly become purposeful, a disrupted people can not achieve a lasting unity, a nation corrupted by bitter feuds, by rankling injustice, by thoughtless education, will reveal itself hideously in time of war. Those who are complacent about the horrors of peace will have to admit this. If they have not the courage and the intelligence

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to deal with the problem, for its own sake, they may at least be ready to deal with it for the sake of military preparedness."

Thus the Trojan horse of preparedness, as *The New Republic* sees it, would bring in the forces of reform. This need for social preparedness has also been voiced recently by Senator Hitchcock, of Nebraska, who said in a speech at Omaha, as quoted by *The World Herald:*

"If we would prepare our country for any great struggle we must so direct legislation and development as to make people of all classes contented. We must elevate the standard of living. We must improve conditions of labor. We must provide against unemployment. We must recognize, as Bismarck did fifty years ago, that every man has a right to work as well as a duty. We must provide for all laboring classes insurance against accidents and insurance against old age. We must protect the weaker classes of society. We must see to it that social conditions are such that all classes feel that they have an interest in the country's prosperity."

Mr. Angell, in the preface to "The World's Highway," would warn us against believing that policies may be neglected if only armies and navies are efficient. "The idea that American military force can have no relation to anything but the repulsion of predatory raids upon American territory" is based, according to this writer, on the ignoring of "certain very patent facts in modern politics." He explains:

"Every great nation defends, and is compelled to defend with its armed forces, not merely its territory, but a policy. And this is particularly true of America, where the policies that she seems to be developing are likely to come into contact with other, if not rival, policies, throughout the world.

"The elasticity of the Monroe Doctrine, possible intervention in Mexico, some sort of suzerainty over Central America, Pan-Americanism, the future status of the Panama Canal, of the Philippines, the attitude of Japan thereto, Japanese immigration, the integrity of China, the Open Door in Asia, America's relation to the Asiatic races generally, and to the three great Asiatic Powers, including the greatest, Britain; the question of the future freedom of the seas, and the protection of American lives and trading rights as against naval belligerency!—these are only a few of the questions concerning which she will have to frame a policy to be defended in the last resort by her military power. If it is ill-framed, swayed first in one direction, then in another, according to the nature of the passing incident of foreign intercourse, these things will become sources of recurring conflict which the very fact of possessing large forces makes dangerous. That is not an argument against military preparedness; it is an argument for knowing just what the preparedness is for, to what general policy the country stands committed; who its allies are to be, what rôle it is to play in the community of nations. To leave these things to chance, to the influence of passing catchwords, remnants of ill-defined prejudices, is to make military power an instrument for the creation of muddle and disaster; and to expose the country to the risk of duplicating the bad instead of the good side of European experience."

It seems inevitable to this student of American and world-problems that our nation must, sooner or later, prepare to enter into alliances with other Powers. For one thing,

"This war has demonstrated that a nation can no longer depend either for its security or for the enforcement of its views of right on its own strength, as the position of any one of the Allied nations—France, England, Russia, or Italy—clearly shows. What has made it possible for them to defend themselves is an international agreement—their national safety depends on treaties. War has become internationalized.

"If, therefore, America intends to vindicate her rights—perhaps even if she intends to secure her mere safety on land—by military means, she, too, must do what even the most powerful military States of the past have done: enter into the game of military alliances."

TOPICS IN BRIEF

It would help some if the Hague peace tribunal would pacify Mr. Bryan.—*Chicago Daily News.*

There seem to be two sorts of neutrality—neutrality and Greek neutrality.—*Kansas City Star.*

Somebody with a "just as good" substitute for food can make a hit in Europe just now.—*Boston Herald.*

Every time Mr. Wilson thinks up a new plank Mr. Bryan obligingly walks it.—*New York Evening Sun.*

It's only a question of time when some of these war-brides of Wall Street will be suing for maintenance.—*New York Telegraph.*

Remember, too, there are no great ammunition-factories on those Western roads that are reporting increased traffic.—*Indianapolis News.*

"Universal service," iterates the Colonel, "is the only way by which we can secure real democracy." As examples, how about Germany and Russia?—*Wall Street Journal.*

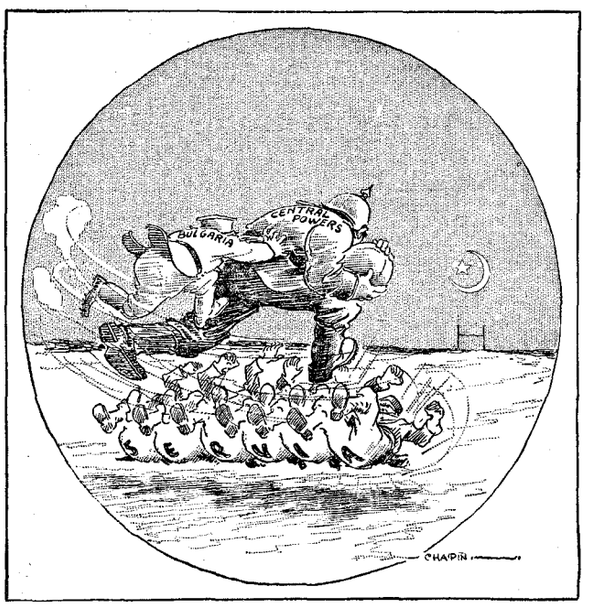
With thirty-one living children Yuan Shi Kai shows his intention of being something more than a metaphorical father of his country.—*Chicago Daily News.*

In his most sanguine hopes, President Wilson could hardly have expected to put Huerta in an American prison, but there he is.—*St. Louis Globe Democrat.*

An excellent fire-prevention and safety-first means would be to require a member of the firm to be padlocked in the center of the plant during working hours.—*Buffalo Enquirer*

Ex-President Taft's statement that certain reforms in the defeated New York constitution are Mr. Root's monument has a mortuary sound calculated to make a live statesman shudder.—*Chicago Herald.*

Congressman Gardner says of Wilson: "He lined up his whole outfit last year against the preparedness movement. Most men do not obey a right-about-face order with alacrity." They do if they are soldiers.—*Wall Street Journal.*



THROUGH THE LINE!

—Chapin in the St. Louis *Republic.*

Something tells us that the King of Greece doesn't even carry a latch-key.—*Boston Transcript.*

The general opinion seems to be that where there are so many explosions there must be some Germans.—*Chicago Herald.*

Suggested that the Germans paint jokes all over their submarines so the English can't see them.—*Wall Street Journal.*

Maybe the British war-ship searched that American vessel to discover how it managed to exist under the La Follette Act.—*Philadelphia North American.*

Perhaps it is human nature that causes men to give the vote to women in the States where the women are less numerous than the men.—*Chicago Daily News.*

There are rumors that China is going back to a monarchy. It takes more than a haircut to make a republic.—*Rochester Post Express.*

Perhaps in conceiving the seamen's law, Mr. La Follette had a sublime faith in the future of aerial navigation.—*Wall Street Journal.*

There's one thing about the note to Great Britain. No plea can be set up that it lost some of its significance in the translation.—*New York Telegraph.*

New York *American* asks when is the Democratic party going to fulfil its promise and finance the farmer. The farmer could finance the party just now.—*Wall Street Journal.*

The wording of Ambassador Thomas Nelson Page's cryptic cablegram was such, says a Washington dispatch, "as to utterly confuse officials of the State Department." That's what comes of making diplomats of literary men.—*Boston Transcript.*

If the statement of that former Austrian consul is true that German and Austrian agents have spent since the beginning of the war from $30,000,000 to $40,000,000 in this country on their spy system, somebody over there is getting terribly buncoed.—*Wall Street Journal.*

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FOREIGN - COMMENT

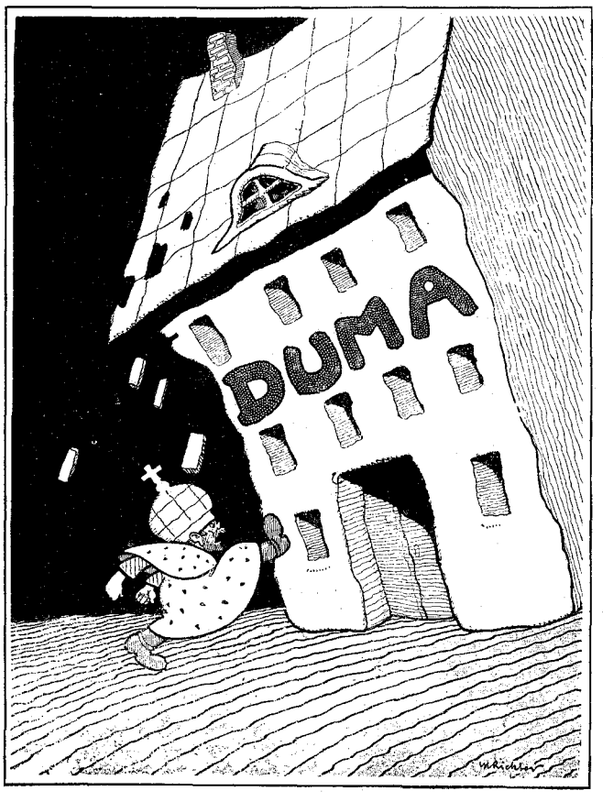
RUSSIA DEMANDING REFORM

THE SAFETY-VALVE of Russia is again in operation. The Duma has reassembled after its somewhat dramatic dismissal in September. After that event the friends of Russia were seriously alarmed, we are told, as to what might happen, but it now appears that the suspension of the Duma was due to a misapprehension of its aims. A Russian correspondent of the London *Daily News* gives us a picture of this body which throws a flood of light upon this somewhat complicated subject. He tells us that when the Duma was elected it contained no less than fourteen distinct political parties, and was therefore disunited and weak, but under the leadership of Mr. Miliukoff, chief of the "Cadets," or Constitutional Democrats, and Mr. Guchkoff, the head of the "Octobrists," or moderate Liberals, the progressive elements united into a *bloc* which gave the reformers an absolutely overwhelming majority of the House. The correspondent of *The Daily News* then goes on to say:

"The next stage in the story depended on the peculiar character of the average Russian politician. No sooner do any two Russians agree on anything than they sit down to draw up a program. No sooner had the progressive *bloc* been formed than, in spite of the fact that every man in it was solely concentrated on doing what should be done for the winning of the war, they sat down to elaborate and serious consultation on their program, which was to show everybody on what subjects they were all agreed.

"They produced a program embodying about a dozen points, including reform of the Zemstvos, a broadening of the franchise, the recognition of trade-unions, and the establishment of a Government possessing public confidence, which meant a Government of public men not recruited from the ranks of officialdom.

"It is obvious on the face of it that the few points I have noted are enough to constitute the widest possible reformation in the Russian system of government. The leaders of the *bloc* have since declared that they did not mean this program as anything but a statement of ultimate hopes on which they were agreed, and that for the present they were content to concentrate their attention on the successful prosecution of the war. They had not said so when they formulated the program, and they gave their enemies the opportunity of saying, 'Look what these people are determined to do under cover of the national difficulty.'"



THE CZAR AND THE DUMA.
He says he has its interests at heart, but—
—© *Ulk* (Berlin).

The inevitable happened, we are told; the reactionaries were alarmed, and, led by Premier Goremykin, secured the prorogation of the Duma. Immediately a cry went up from the entire nation. A council of representatives from each municipality in Russia was held at Moscow and its sentiments are exactly exprest by Mr. Tchelnokoff, Mayor of Moscow, who is reported by the *Russkoye Slovo* as saying:

"First, all those present are agreed that Russia must win, must win together with her allies, without whose consent it is impossible to conclude peace. That is the first clear and definite proposition.

"Then with equal definiteness and clearness it has been said here that victory, wholly possible for Russia, requires for its achievement certain conditions. The first condition is the renewal of the deliberations of the Imperial Duma which could respond to the mood of the country and which has the right to demand our support. The second condition is the necessity of reorganizing the Government. We have the full right to say what all Russia unanimously says, that victory is possible only if the Government is composed of people deserving the confidence of the country."

These demands for reform are echoed by almost the entire Russian press, regardless of the school of thought to which they belong. For example, the exceedingly staid and conservative Petrograd *Novoye Vremya* writes:

"It can not be denied that the country has no faith in the antiquated mechanism of this Government which has brought the Army to the necessity of a long retreat and the occupation by the enemy of a wide strip of western Russia. There is nothing surprizing in that, it only proves the patriotism of the people. The demand for the exertion of all Governmental forces at such a time of danger is equally natural, and it is just as true that complete unity is necessary for that, and such unity is impossible without confidence. Therefore none of those whose hearts beat in alarm over the fate of the country can say anything against a reorganization of our Government."

Mr. V. V. Shulgin, the Nationalist member of the Duma from Kief, writes in his organ, the *Kievlianin:*

"In order not to conclude external peace, it is necessary to have internal peace. It is very simple, yet infinitely complex. To attain internal peace when for so long Russia has lived by mutual strife! Nevertheless, the Government is under obligation to do it, if it wishes to win. If there had been no unity in the Duma it would have been the duty of the Government to bring it about. Yet now, by the efforts of public-spirited men, half of the matter has been accomplished. The Government has to do that other half, which is inaccessible to the legislative chambers."

A few dyed-in-the-wool reactionary journals would have things go on as they are, and not unreasonably point out that the moment when an enemy is far advanced upon Russian soil is hardly the right one to select for inaugurating schemes of sweeping internal reform. "Victory first, reform after," is the cry of the reactionary press. As an example of these views we may quote the *Petrogradskiya Vedomosti,* whose opinions run:

"Not content with the reorganization of the Cabinet, which took place before the reassembly of the Duma, the legislative chamber has adopted utterly unacceptable slogans which have

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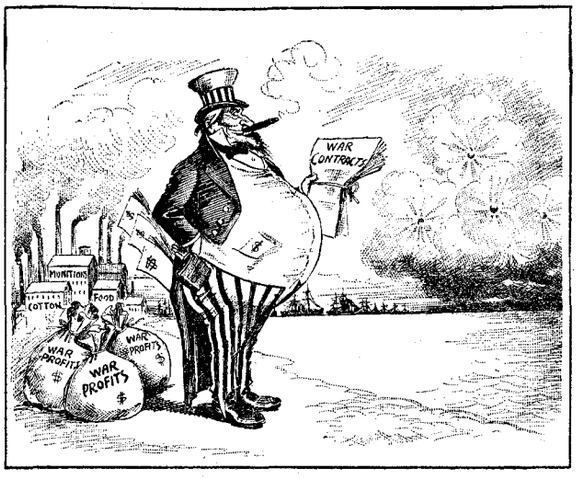
nothing to do with the problems of the quicker and better mobilization of the country for the achievement of victory, which undermine the confidence in the authorities appointed by the Czar, and create among the population restlessness and mental anarchy. As in the days of the revolutionary Dumas, the representatives in this one began to threaten the Government and public order with street demonstrations. Political passions are being aroused and . . . the unity so necessary to the country is being destroyed.

"The Government, which has manifested extreme benevolence toward the participation of all political parties in the work of victory . . . can not remain indifferent and non-resistant to the destructive program in which the so-called 'progressive forces' have engaged."

The Petrograd *Kolokol*, an unusually well-informed paper, representing the interests of the Orthodox Church, condemns any reform agitation and says that the Government will not yield:

"In the higher Governmental spheres, at the present time at any rate, there is not the least thought of giving 'radical' concessions, and in such light the existing political situation must be regarded. Full power, in a literal sense of the word, is in the hands of the venerable Mr. Goremykin."

Notwithstanding these views, competent observers, both Russian and foreign, are convinced that the center of power has shifted permanently from the bureaucracy to the Duma. Thus Mr. Stephen Graham, the foremost English authority on Russia, who has never concealed his thoroughly reactionary sympathies, writes in the London *Times* regarding the reassembled Duma:



YANKEE BOODLE.

UNCLE SAM—"Waal, I may not be fighting, but I guess I'm winning all the time!" —*Reynolds's Newspaper* (London).

"The work of the Duma will probably be confined to the consolidation of all Russian efforts for resistance to the Germans and the winning of the war. The war has put a terribly unexpected strain on the resources of Russia. The personal, material, and financial strain is increasing month by month, and every effort of the reasonable elements in the Duma is necessary for banding the nation together for resistance to the strain.

"The Duma as an institution is safe; it is growing; it has destiny written in its fabric. It can afford to be patient, for it has plenty of time. After the war the financial condition of Russia will be such that only through the Duma will she be able to save herself, for it will be impossible to raise adequate sums by taxation without an intimate interchange of opinion with the people in the depths."

At the other end of the scale of opinion we find one of the most picturesque figures in Russian life expressing exactly the same opinion. Vladimir Bourtzeff, the famous revolutionary, who left the security of Paris when the war broke out to fight for Russia and was instead exiled to Siberia, was recently released. On his return to Petrograd he was interviewed by the Petrograd *Birzheviya Vedemosti*. During the course of his remarks he said:

"I witnessed with intense joy the animation of the public spirit in Russia, the insistent resolve to come to a much-needed settlement of important internal problems. I only regretted that such questions as the independence of Poland and the abolition of the restrictions for the Jews had not been settled a year ago; it might have saved millions of Russian lives, and we might have advanced far beyond Galicia. . . . . .

"No one can doubt at the present hour that the Duma and the country are closely united. Our salvation depends on the Duma. . . . . .

"We live an intense political life, and I do not doubt for a moment that Russia stands at last on its way to real social progress and will march on in close contact with the whole civilized world. I am also convinced that the triumph of all we have fought for is a thing of the almost immediate future."

BOTH SIDES PICK FLAWS IN OUR BLOCKADE-NOTE

THAT TRUE NEUTRALITY means universal unpopularity has never been better exemplified than in the comment on our recent note to Great Britain, treated in our issue of last week. The German papers are skeptical as to whether we really mean what we say, and the English organs are pained that we should be so inconsiderate as to protest at such an awkward moment. Few of the papers in the Fatherland fail to point out that we have at our command the means of making things uncomfortable for Great Britain should she disregard our protest, but the great majority of the German press somewhat impolitely doubt our good faith in the matter. For example, the *Kölnische Volkszeitung*, an organ of the powerful Center party, recalls that we have allowed "fifteen months to elapse without serious measures against British encroachments," and it goes on to say:

"The United States did not even need to rattle the sword. A mere embargo upon the export of a few articles such as grain, copper, meat, and cotton would instantly have brought Great Britain to terms and established American rights. Germany has often complained that the United States had continued to submit to Great Britain's violations of law which had done America itself great damage, yet which could so easily have been ended, and that by submitting to them America failed to preserve the neutrality which she owed to all parties concerned. . . . . .

"The burning question remains what Washington will do now. Will it wait to see whether the war ends before Great Britain takes account of the American demands so ably pleaded? The essence of neutrality consists in applying the same law to both sides."

Our former guest, Dr. Dernburg, writing in the *Berliner Tageblatt* with a first-hand knowledge of American conditions, combats these views, but thinks that it may take a long time to settle the question:

"The German press have raised the question whether the United States would endeavor to force compliance with her demands. According to the diplomatic history of the United States—and the *Lusitania* case is a page in this history—there is every reason to believe this will be done at all costs.

"It sometimes has taken rather long—the *Alabama* case took fifteen years—but here interests are at stake which do not permit of delay, and, however unwilling the President is to make difficulties for Great Britain (or Germany, either), he has, as has recently been said, a single-track mind, in which there is neither turning out nor going back."

Over in England most of the papers are not a little angry. As a typical example we may quote the London *Spectator*, merely remarking in passing that this influential weekly has seldom anything good to say about America or the Americans:

"When history comes to be written Americans of the future will feel anything but pride when they remember the official action of America during the Great War. They will note how, first, it considered—in maintaining a rigid neutrality on the moral issue—the brutalizing of Belgium, as Colonel Roosevelt called it; further, how the Washington Government bore the outrages committed on American subjects, like the sinking of the *Lusitania*, until the efficiency of the British Navy had abated the underwater menace; and again, when, in the supreme moment of England's agony, they thought they had found certain technical infringements of their rights, they vehemently pushed their paper case against us."

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AIR-RAIDS AND REVENGE

THE HYSTERICAL SECTION of the French and British press are now much exercised over the *Zeppelin*-raids upon London, which the British authorities seem powerless to prevent. An insistent demand for some form of reprisal is making itself heard, and from the more excitable journals a loud cry for vengeance has gone up. While the London papers deny that recent *Zeppelin*-raids have gained for the Germans any military advantage, all admit that the loss of life and private property has been great, and even the more sober organs have gravely debated whether reprisals would be either effective or justified. As an example of the strongly worded demands for some effective means of stopping the raids we may quote the Paris *Matin*, which says:

"*Zeppelins* and *Taubes* are making their incursions freely over open towns. Civilians are the innocent victims of useless bombardments; and are we to content ourselves with merely noting these cowardly misdeeds without replying to them? It should be the rule that every bombardment carried out in violation of the laws of war or of the Hague Convention, and every illicit incursion of air-ships or aeroplanes aiming at an objective not strictly military, should be repressed with the utmost energy and without delay. We have the means at hand, and it is necessary that the Germans should know it, for they are a people who can only be taught by being struck. When the *Boche* civilians know that impunity is no longer assured for the crimes of their nation and that similar treatment will be at once meted out to them these crimes will cease at once. A *Zeppelin* fleet has bombarded London. Let us to-morrow send a large squadron to some German town not far from the frontier. Let us punish severely. The only way to deal with barbarians is to prove that we are stronger than they."

Such are the views of those who demand reprisals, but it should be noted that in England, which has suffered most through these aerial invasions, the more representative men of the nation strongly condemn such a policy. The veteran Lord Alverstone, former Lord Chief Justice of England, writing to the London *Times*, says:

"For twelve and a half years I discharged the duties of Attorney-General, and had to consider and advise the Government of her Majesty Queen Victoria on this very question of reprisals, and did not hesitate to approve and advise that they should be taken on more than one occasion, as, for instance, in the case of slave-traders or savage nations whose people could in no other way be brought to respect the power of the British Empire.

"The case of reprisals by British forces against Germany is entirely different. The adoption by his Majesty's Government of reprisals such as I describe, and their execution by British forces, will not in any way end or even shorten the war. They would simply involve this country and the British Empire in being party to a line of conduct condemned by every right-thinking man of every civilized nation."

Mr. G. K. Chesterton, writing in the London *New Witness*, will have nothing to do with the idea:

"I should have no difficulty in stating where my own moral sense, as at present enlightened, placed me in the matter. It is concerned with whether the question is one of contract or of conscience. If our abstention from a certain thing arises from our agreement with some one else to abstain from it, we are perfectly free to break the agreement if he does. If our abstention arises from deeper things, I can not see how his conduct can possibly affect it. Breach of contract by the other party may, for example, leave us free to employ particular mortal weapons; but surely not free to employ particular mortal sins. . . . . .

"But in any case, an amateur outcry for particular reprisals is absurd. If Germans are to be punished they must first be defeated; and they can only be defeated as a whole upon a large plan, which is merely interrupted by particular retorts in kind."

On the other hand, there can be no doubt that the Germans are determined to continue this mode of warfare, tho, curiously enough, a party has arisen in the Fatherland which, upon ethical grounds, condemns *Zeppelin*-raids. The Berlin papers are very angry with these protesters, and the *Berliner Morgenpost* says the movement is "un-German," and proceeds:

"Had the English an aerial fleet like our own, no consideration of humanity nor of the sanctity of undefended towns would deter them from spreading murder and disaster among the civilian population of Germany.

"They would act with more cruelty, sheltered as they are under the cloak of satanic hypocrisy, which has been to the English as a buckler for ages past."

LONDON REPORTS A RAID.

"Write Down: 'Absolutely no material damage done. Three children killed.'" —© *Simplicissimus* (Munich).

OUR FRIEND THE ENEMY.

JOHN BULL (very calmly)—"Ah, here he comes again—my best recruiter." —*Punch* (London).

PROFIT AND LOSS.

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AUTHORITATIVE ACCOUNTS OF GERMAN FOOD-SHORTAGE

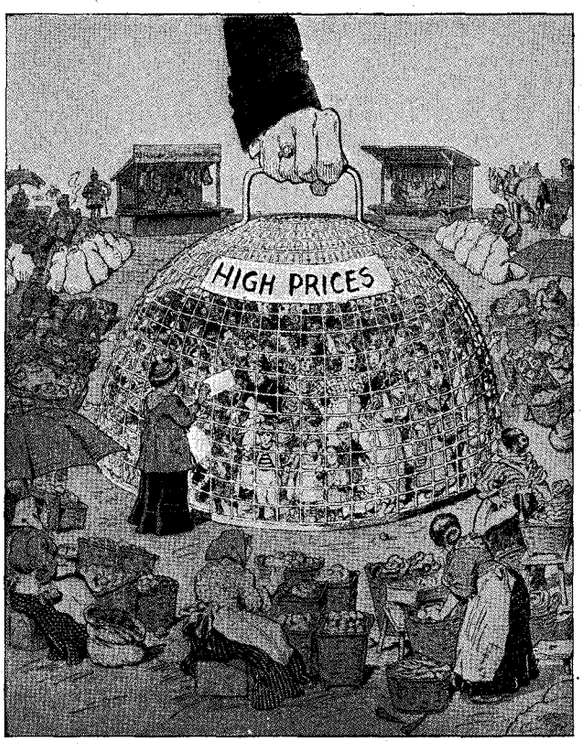
DESPITE ALL OFFICIAL DENIALS, the German papers admit that there is a serious shortage of food, and on account of the prevailing high prices the poorer classes are undernourished. A neutral correspondent of the Paris *Humanité*, a Socialist organ, has recently made a tour through Germany on behalf of his paper and has established the fact that the growing discontent among the poorer classes in the Fatherland is causing the Government no little anxiety. He tells us that the authorities have taken steps to prevent this general dissatisfaction from finding any serious echo in the German press and have suppress a systematic campaign of protest on the part of the Socialists. In describing scenes which he witnessed the writer in *L'Humanité* paints a lurid picture of conditions in Germany. He says:

"Scenes that took place last week in Chemnitz are very ominous. In spite of the police, hundreds of women took by storm the stores of the butter- and egg-dealers, besides breaking the windows of other stores. Armed forces had great difficulty in driving them off. Parallel scenes are taking place at present in many German towns. Not one-hundredth part of what happens gets to the knowledge of the general public through the press. The censor is watchful."

The veracity of this writer is confirmed by the German press, and, in spite of the censor, strongly worded protests are appearing. For instance, the *Magdeburgische Zeitung* says:

"On whatever side one listens, one hears rumors of grave discontent, indignation, and anger, altho one hardly ever finds references to it in the press.

"The editors are muzzled and are not allowed to represent the real feelings of the people. The discontent that is brewing is alarming. Something is preparing, the gravity of which can not be minimized. The root of it all is in the working classes, who can no longer secure food at a price they can afford to pay."



HIGH PRICES KEEP THE PEOPLE IMPRISONED.
—*Wahre Jacob* (Stuttgart).

Similar comment is found in the Bremen *Weser Zeitung*, so far distant from Magdeburg as to prove that the condition of affairs is not due to merely local disorganization:

"The indignant voice of the people is growing louder every day, altho circumstances may muffle their cries. The men at the helm of the nation must know that they have to safeguard, before anything else, the unity of the people. They will be held accountable."

Turning now to another section of the country, we find the *Frankfurter Zeitung*, a conservative and reliable organ, saying:

"While our troops are fighting like the heroes of the classical ages, want is growing acute at home, where the people are beginning to interpret the miserable existing conditions as the defeat of the Empire. We jeered at the blockade, but to-day we laugh no longer. The sinister aspect of things certainly provides no food for laughter."

In the capital matters are undoubtedly serious. The Berlin papers publish Government regulations which forbid the use of meat on Tuesdays and Fridays, and of fats—*i.e.*, butter, oil, lard, etc.—on Mondays and Wednesdays; and Maximilian Harden, in the *Zukunft*, exclaims, "Let us frankly admit that the German people are in distress." The *Berliner Zeitung* says:

"During the last few days at the municipal stores there was such a crowd that the police had to be summoned to keep order. They were mostly women. A great number had to wait hours, and many fainted and fell from sheer exhaustion."

The Berlin *Vorwärts* writes:

"According to calculations on the Calwer system the requirements of a family of four persons cost in June, 1914, $5.93. In the same month of the present year it was $8.96. That is an increase of more than 50 per cent., and the figures no longer hold good, because a number of cheap products are not now obtainable. Since June, moreover, the prices of meat, milk, butter, cheese, and sugar have considerably increased. The increase in the prices of most of the more important foodstuffs probably amounts to between 75 and 100 per cent. To this has to be added the enhanced cost of clothing, especially boots and shoes, and of most other articles in general use. The result is a crying disproportion between the wage-income of the working classes and the cost of living."

The rapid rise in price of foodstuffs during recent months is the subject of a long and gloomy article in the Marburg *Christliche Welt*, an organ of the Evangelical State Church. This paper is at a loss to account for the rapid rise in the price of meat. The price of pork has advanced, it says, 300 per cent., and other fresh meat is scarce and expensive. It gives a tabulated list showing the rapid increase in the cost of living in one month, which we quote, the price given being for a pound of each commodity in cents:

	July 15, 1914	*July 15, 1915*	*August 15, 1915*
Butter	27	39	44
Margarin	18	24	26
Lard	15	38	42
Ham	32	60	60
Fat Bacon	16	44	48
White Beans	5	12	12
Peas (dried)	4½	11	11
Coffee (fourth quality)	28	32	34
Cocoa	24	50	52
Sugar	21	28	34
Tilsit Cheese	18	28	30
Rice	4½	10	12
Potatoes (5 lbs.)	8	9	16

The Central Committee of the Social Democratic party and the General Commission of the German Trade-Unions have memorialized the Imperial Chancellor against any further food-economies being imposed upon the people. According to the Berlin *Deutsche Tageszeitung* the petition runs in part:

"Germany has not got an abundance of foodstuffs, but still there is enough at disposal to prevent a general famine. We hear again and again the opinion quoted that the people must be made to economize in the consumption of food, and that this can be brought about by the help of increased prices. We are compelled to protest energetically against this. . . . . .

"In Berlin to-day the poorer people very rarely see either meat or any fat food; that means that they are not receiving enough albuminous nourishment to meet their needs. The complaints we receive from the families of mobilized men are fearful. Their position is rapidly becoming one of despair."

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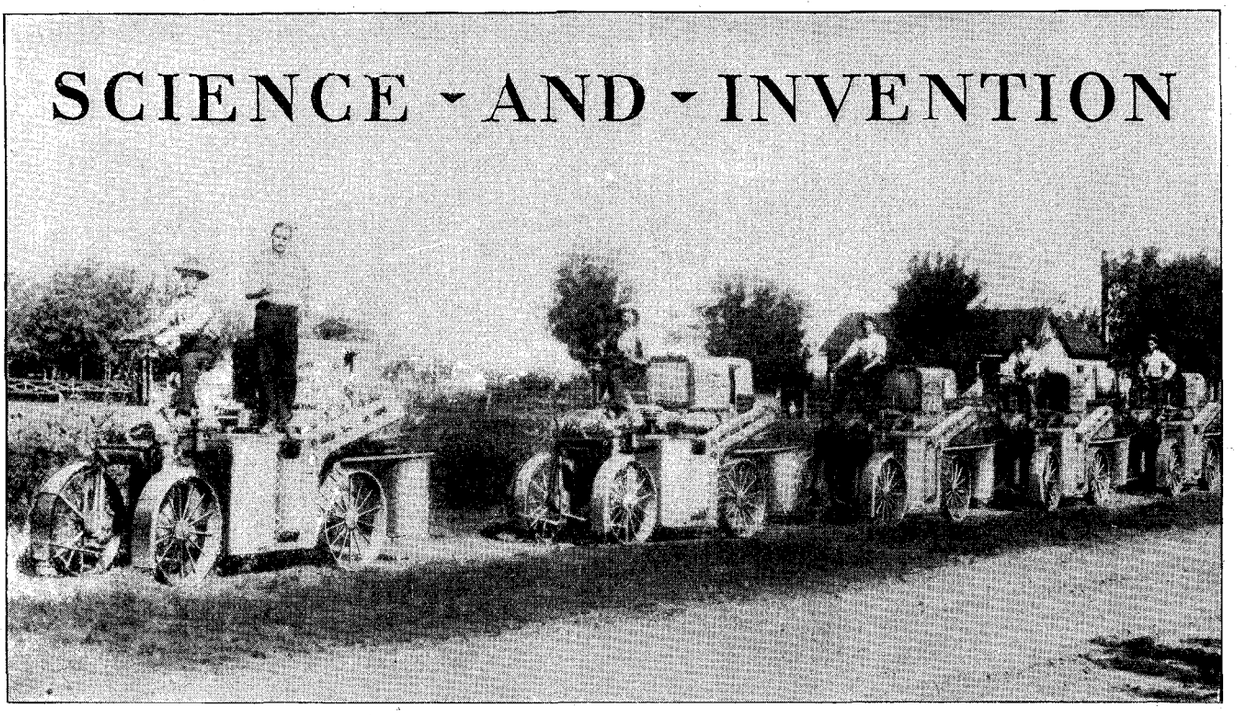
SCIENCE - AND - INVENTION



A STRING OF COTTON-PICKING MACHINES ON THEIR WAY TO THE FIELD.

"Gone are my friends from the cotton-fields away."—*Old Black Joe.*

THE FARMER'S POWER-PLANT

WHO are the great users of power—the farmers or the manufacturers? The question put in this way seems absurd, yet the total amount of power used on farms in the United States exceeds all that employed in our vast manufacturing industries. At least, this is the result of an examination made by Philip S. Rose, editor of *The American Thresherman* (Madison, Wis.), and now printed by him in a separate pamphlet. The reason we do not rate the farmer highly as a power-user is because most of his power is derived from animals. He must use more and more, Mr. Rose thinks, as time goes on, and his inevitable adoption of mechanical motors will not decrease at all the number of animals that it will still be necessary for him to keep. We read:

"Horses and mules are the farmer's principal source of power. There was a time when oxen were used, but that time has long since passed. In the early days, when the country was poorer, and when agriculture was less highly developed, they were a factor, but at present they are a negligible quantity. Farmers find it cheaper to use horses, even tho they are more expensive, because of their greater activity. Here is a fact worthy of serious consideration in the contemplation of the possible change to mechanical power.

MAKING THE ROADSTER RUN A SAWMILL.

A piece of Yankee ingenuity that recalls the pathetic question of the old lady on her first sight of a trolley-car: "What will the poor horses do now?"

"The last Government census of 1910 showed that there were a total of 24,042,882 horses and mules on the farms of the United States. Estimates of the Department of Agriculture, on January 1, 1914, placed the number at 25,411,000. If we assume that 80 per cent. of these animals are mature, there are now available for farm-work purposes 20,328,800 work-animals. On the basis that each animal will develop an average of seven-tenths of a horse-power, we find that the total available animal-power amounts to 14,230,000 horse-power exprest in mechanical units, or almost exactly three-fourths as much power as was employed in all branches of manufacturing as shown by the 1910 census."

Despite this great showing, we are not moving forward in our use of power for agriculture. So far as the amount of animal-power to work our farm-lands is concerned, Mr. Rose tells us that the country has stood still. We are using practically the same number that our fathers used. The majority of farmers, even yet, depend upon one horse to plow twenty acres of land, prepare for the crop, do the seeding and cultivating, and finally harvest the crop and haul it to market. If the work could be spread out over all the year, the animals would not be overworked and the land could be thoroughly tilled; but this is not possible. In our Northern

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States a horse works on an average only about three hours a day throughout the year, but in the busy season it works long hours. Mr. Rose goes on:

"It would seem as tho the number of work-animals kept for farm-work is not governed by the power necessary to do the work to best advantage, but rather by what the farmer can afford to keep and get the work done after a fashion. All authorities on tillage agree that the depth of plowing should be increased from the present average depth of four or five inches to eight or nine inches, and deeper in some sections of the country. Very few farm-lands are plowed as deeply as they should be, and it is doubtful if the present animal equipment is equal to the task of cultivating the soil to the proper depth."

The signs all point, the writer thinks, both to an increased use of animals on the farm and to the introduction of mechanical power in large amounts. He says:

"The multiplicity of machines for doing various kinds of farm-work that have been brought out during the last score of years has made it impossible for any farmer to compete with the old hand-methods and prosper. Power-driven machines are now a necessity and are becoming more so every year. Machines have been invented for almost every kind of work. There are sawing-machines, pumping-machinery, machines for grinding feed, cutting ensilage, shelling and shredding corn, and for a thousand and one other kinds of work. No up-to-date farmer will now do by hand what can be done by machinery, if he has enough work to occupy more than a day or two. In fact, with the high cost of hand-labor, he can not afford to do so."

The available mechanical farm-power consists of steam-engines, internal-combustion engines, windmills, and water-power. Electric power is convenient, but still costly for the farmer. Water-power is also expensive and not generally available. Windmills, except for pumping, do not develop enough horse-power. This leaves only the steam-, oil-, or gas-engine. Just now the light tractor is in favor, weighing six to eight thousand pounds, with a 30-horse-power motor. We read:

"A careful canvass of the States west of the Mississippi made last winter by Mr. A. P. Yerkes, a Government agent connected with the Bureau of Farm Management of the United States Department of Agriculture, shows that there are something like thirteen thousand tractors in operation. There are probably not to exceed one-quarter as many east of the river, making something less than 20,000 tractors in use in the entire country. These tractors vary greatly in size, but will doubtless average close to forty brake horse-power each.

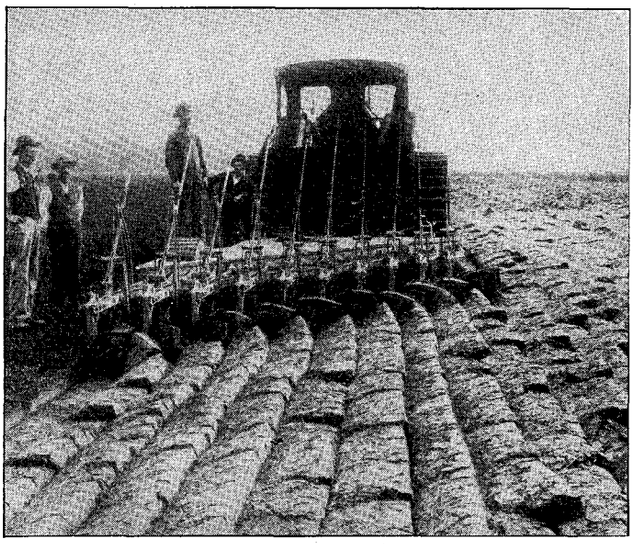
"The possibilities for the use of tractors are, however, almost unlimited when the number of farms of large size containing 175 acres or more is considered. Each one of these farms would appear to be large enough to make profitable use of some form of mechanical power for general farm use, provided one can be built and sold for a price at which the farmer can afford to make the investment."

Steam-engines will long be used for threshing; and there are now probably not far from 100,000 of them in use in the United States for this and similar work. Finally we have the small portable gas- or oil-engine averaging five horse-power, of which Mr. Rose thinks we must be using at least a million. With them we saw wood, pump, grind feed, fill silos, generate light, spray fruit-trees, and do hundreds of odd jobs about the farm. In conclusion, Mr. Rose says:

"I said in the beginning that farm-power exceeds in value and amount that used in all manufacturing industries. The proof has been submitted in the foregoing pages, but to make it more apparent let us tabulate the results:

Kind of Power	*Number*	*Average Value*	*Total Value*	*Total Power*
Horses and mules	25,411,000	$111.85	$2,842,655,000	14,230,000
Harnesses	20,382,000	10.00	203,820,000	.....
Windmills	750,000	100.00	75,000,000	75,000
Steam-tractors	100,000	.....	.....	4,000,000
Gas-tractors	20,000	2,000.00	40,000,000	600,000
Gas-engines	1,000,000	150.00	150,000,000	5,000,000
			$3,311,475,000	23,905,000

"The total power used in all manufacturing enterprises, according to the 1910 census, was 18,755,286 horse-power. Even allowing a large margin for possible error, it is thus seen that the farmer's power-problem is a big one and involves millions of dollars. Mechanical power, as yet, is much smaller in amount than animal-power, but it is rapidly increasing, and within a few years will doubtless assume first place."



THE HUGE FARM TRACTOR DRAWING A MULTIPLE PLOW.

A LOG-TRACTOR LOADED BY ITS OWN ENGINE-POWER.

IN FIELD AND FOREST.

GLYCERIN AS AN ANTISEPTIC—While glycerin has long been regarded as possessing some degree of antiseptic power, it is quite recently that it has been proved to be a most admirable sterilizing agent, particularly suited for rendering surgical instruments absolutely aseptic without injuring them as to temper or surface. In the *Chemiker Zeitung* (Cöthen) we find an account of the experiments made by G. Seiffert and A. Spiegl to test the value of glycerin in this respect, as taken from an article in the *Zent bl. Bak.* (Journal of Bacteriology). The test was made with bacilli of tuberculosis, and it seems rather ominous to be assured casually that these are easily obtainable at any abattoir! When heated in glycerin at a temperature of 120 degrees centigrade, every germ tested was completely killed at the end of one minute. This included not only the

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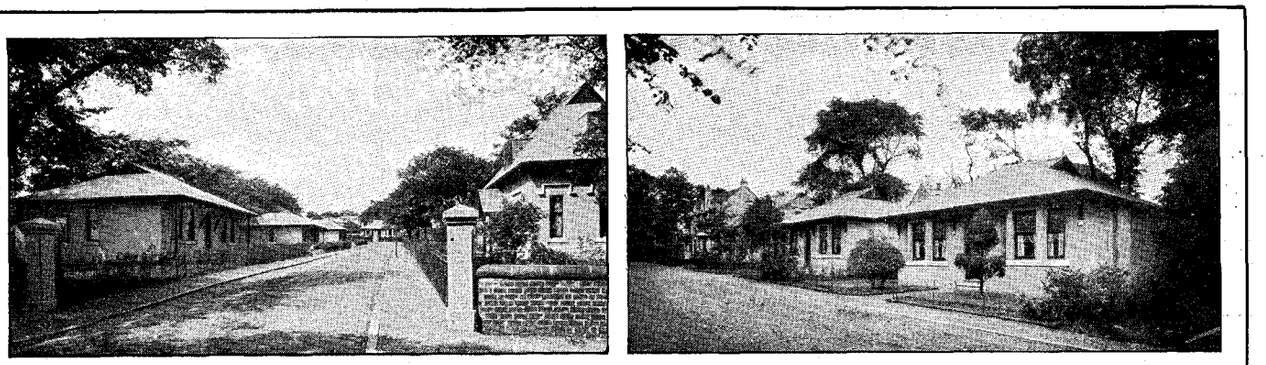


THE PASSING OF THE CHIMNEY-POT.

This Glasgow, Scotland, suburb is chimneyless, owing to the electrification of all its houses.

germs of diphtheria, anthrax, and chicken cholera, but those bearing such fearsome names as "B. Coli, Paratyphus B. Bac. pyocaneus, Bac. subtilis, V. Metchnikoff, Staphylococcus albus, and Streptococcus brevis." Surgical instruments were found to be entirely uninjured by this process, even when heated for a full hour. Moreover, they could be kept permanently in the bath without rusting. Rubber tubes were not merely uninjured by the treatment, but were even restored to elasticity by it when they had become a bit brittle.

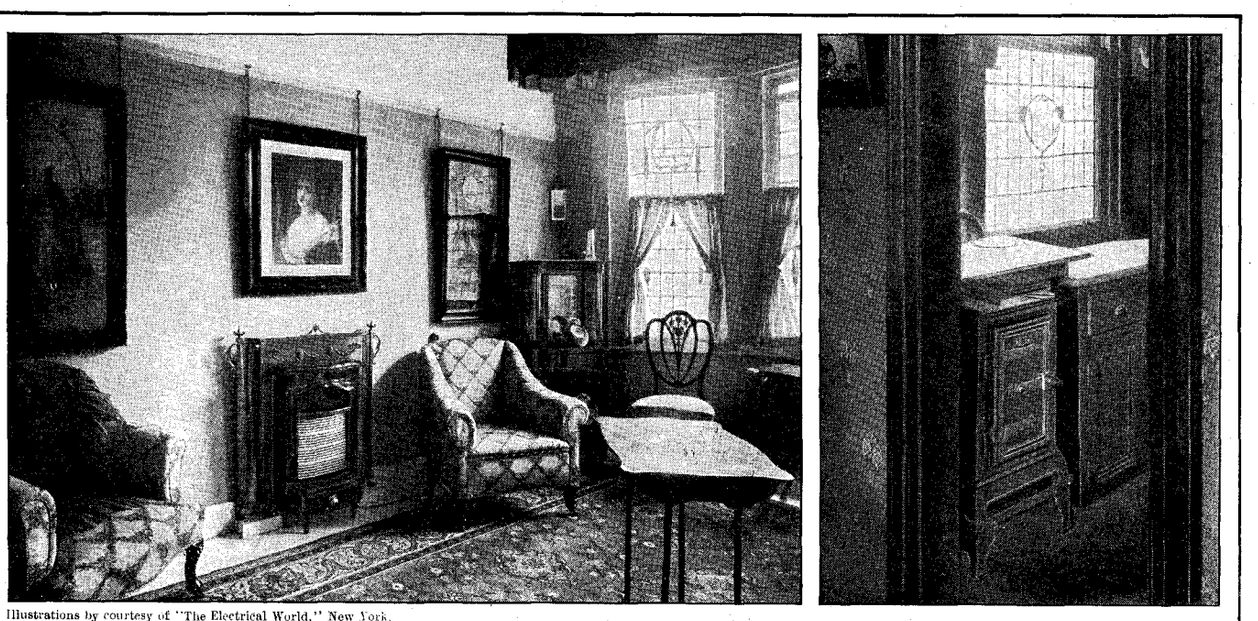
A CHIMNEYLESS SUBURB

A VILLAGE without chimneys is interesting chiefly from its implications. Considered from their architectural aspects, chimneys add to the beauty of a rural landscape; but they imply smoke, and smoke, however beautiful at a distance, is unpleasant in daily contact. Hence the existence near Glasgow, Scotland, of a suburb from which electricity has completely eliminated the chimney, should make our commuters sit up and take notice. The only point not fully elucidated is the cost, which is an important consideration in America, and presumably in Scotland, unless some of the stock humor is mistaken. How the financial side was managed ought to make an interesting story. It seems that the houses in this Scottish suburban village are completely equipped with electric heating, cooking, and lighting apparatus. This does away with the soot, dirt, and drafts associated with chimneys, and also eliminates all the trouble of taking care of furnaces and stoves. Moreover, the electric labor-saving appliances reduce the need for domestic servants—an important gain for the housekeeper. Says a writer in *The Electrical World* (New York, October 30):

"Bungalows without chimneys, completely equipped for electric heating, cooking, and lighting are features of a new 'electrical garden suburb,' as it is called, at Dumbreck, near Glasgow, Scotland. The houses of this interesting settlement are of four, five, and six rooms, and are finished in stucco and roofed with asbestos tiling. These dwellings were designed particularly for all-electrical service, and the absence of chimneys adds, indeed, to the simplicity and symmetry of the architecture, as the illustrations herewith prove.

"From the point of view of the housekeeper, of course, the absence of chimneys and their accompanying soot, dirt, and drafts assures greater cleanliness and healthfulness and eliminates the onerous labor attaching to the care of furnaces and stoves. With the houses completely equipped with electric labor-saving appliances, the problem of servants also loses many of its vexations, and the accompanying saving in wages is declared to more than compensate for the additional cost of electricity.

"In the illustrations . . . are shown one of the bungalow kitchens, with its electric range, and one of the drawing-rooms, with its center lighting-fixture and its electric 'fire' or heater. Both the heaters and ranges are of Scotch manufacture. The range is equipped with a separate switchboard, which is mounted on the wall near by. Snap switches are provided for two hot-plates, the top and bottom heating elements in the oven, and a grill."



Illustrations by courtesy of "The Electrical World," New York.

INDOOR HEAT WITHOUT FIRE.

Bungalow drawing-room with center lighting-fixture and electric heater, at the left; at the right, the simple electric range in the kitchen.

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AN UNDERGROUND BATTLE WITH THE OCEAN

HOW a recently completed tunnel under the East River at New York sprang a huge leak while under construction, and how the engineers in charge of it fought and won a battle with the waters of the Atlantic underground, are told by J. F. Springer in *The Scientific American* (New York), in an article bearing the subtitle, "A Battle with Floods Two Hundred Feet Below Sea-Level." The tunnel in question, which was built to carry gas-mains under the river, is the result of the increase in population of the Bronx section of New York City and the advisability of manufacturing gas in a district remote from congested regions. In finished size, it is 19 feet wide, 18 feet high, and 4,662 feet long. The average depth is about 225 feet below mean sea-level. Near the Bronx end of the tunnel the rock becomes soft and is greatly fissured and disintegrated. Here is where the trouble occurred. To quote Mr. Springer's article:

Courtesy of "The Scientific American," New York.

HIGH PRESSURE UNDERGROUND.

These jets through grout holes left in the tunnel's cement lining give an idea of the irresistible nature of the flood that finally halted the work and swamped the pumps eight months later.

"In general, the tunnel is simply lined with concrete; but in the region beneath the Bronx depression in the river-bottom cast-iron and steel linings have been used . . . to provide for permanent water-tightness more efficiently than could well be done with concrete alone."

The excavation of the shafts and the major part of the tunnel proceeded without unusual happenings until the soft rock was reached. Here, to resume our quotation:

"The system pursued on both sides was to explore ahead of the point of excavation. Bore-holes would be drilled in advance of the point of actual excavation with the view of testing conditions. . . . After proceeding for a time, four of the bore-holes originating on the Astoria side revealed a dangerous amount of water just ahead. It was necessary to get ready for it before pressing on with the excavation.

"By this time the length of bench had been reduced to 122 feet. The problem of its removal promised to be a battle in which the fighting was not going to be all on one side. The engineers proceeded in a manner that showed they had a good deal of respect for the Atlantic Ocean, an arm of which was immediately overhead. As the event showed, their respect for the imminent conditions was not misplaced. Any breaks into the tunnel would be backed by an unlimited supply of water. . . . . .

"Near either end of the bench, at points where the excavation had been completed for the full section, great masses of concrete were placed in position to form bulkheads. These were provided with doors and drains to permit the passage of men, material, and drainage-water. . . . The four bore-holes had been piped for grouting and the pipes embedded in an inclined buttress of concrete.

"This inclined buttress was torn up and a bigger one put in place. At the Bronx end of the scene of activity and concern another buttress was put in place. Taking the three bulkheads and the two buttresses into account, the whole western side of the bench was now under the protection of concrete. However, in preparing to force cement grout behind the buttress on the Astoria, or southern, end, the buttress itself failed. It was a mass of concrete 34 feet long, 6 feet high, and 12 feet thick, and yet the water-pressure which became effective upon the closure of the valves on the drain-pipes ruined it for the purpose for which it had been constructed. It was, accordingly, cleared away with the intention of replacing it by an inverted arch of concrete which might be expected to resist the hydrostatic pressure not only by its weight, but also by its reaction as a true arch. But a considerable period was destined to elapse before the placing of this arch of concrete.

"Scarcely had the last remains of the buttress been removed when suddenly a big inrush of water occurred. . . . A stream began to flow which is estimated to have had a discharge of 10,000 gallons per minute, . . . nearly double the effective capacity of the pumping-plant at the Astoria end.

"The doors of bulkheads were closed and also some of the drain-pipes. Apparently, the workmen were forced out so quickly on the Astoria end that they did not have time to close the particular drain-pipe that ran through the Astoria full-section bulkhead.

"Consequently, here was a passageway for high-pressure water into a main length of the tunnel. But this was not all. A small board, one inch thick, became wedged between the bulkhead door and the frame. Thus was provided another opportunity for the high-pressure water.

"The workmen made good their escape; but the water made such headway that in five hours the Astoria pumps were flooded and put out of commission. In the course of twenty-four hours . . . more than three-fourths of the tunnel and practically the whole of one of the shafts were in possession of the water.

"It was fortunate, however, that the entire work had not been involved. This would have produced a situation of apparently extreme difficulty.

"The procedure in such case would probably have been directed to a cementing operation from the surface of the East River overhead. That is to say, bore-holes would have been driven through the strata surrounding and including the section of tunnel where the break originated. Then cement grout would have been forced down with the view of causing it to penetrate and fill the fissures and cracks and then to solidify and so consolidate the whole into a mass of impervious rock.

"Now, while grouting from overhead was not necessary, because of the preservation of the Bronx end, still the procedure of consolidating the disintegrated rock and of filling up a section of the tunnel was actually carried out. Bore-holes were driven from the Bronx bulkhead which were directed with the view of intercepting the fissure through which the flood entered the tunnel.

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The first hole driven was successful. Further, the flooded chamber between Astoria and the Bronx bulkheads was penetrated from the Bronx bulkhead for the purpose of filling it up with cement. This also was successfully carried out. Over 12,000 bags of cement were consumed in these operations. The tunnel was now unwatered.

"The fissures or fisures which caused the flooding of the tunnel were grouted further by means of long test-holes, the object being to consolidate the rock well outside the tunnel-lines. . . . . .

"The tunnel has been fully excavated, fully lined, and is now being equipped with its pipe-lines. These are the largest cast-iron pipes ever made. The risers which carry the tunnel-lines up the shafts are of the same size. The weight on the joints in the risers—especially in the lower parts of the shafts—is so enormous that it has been deemed advisable to provide accurately machined contact-surfaces in order to make the bearings as perfect as possible."

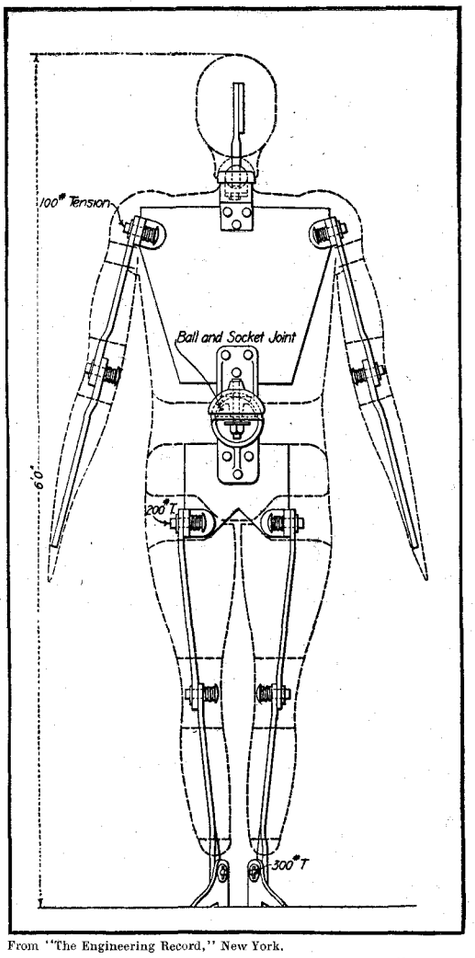
FENDERS FOR AUTO-TRUCKS

THREE DUMMIES, representing respectively a four-year-old child, a twelve-year-old boy, and the father of a family, weighing 180 pounds, were struck some 2,500 times by Chicago motor-trucks recently in a series of "accidents" to test the efficiency of various types of fender. This "oddest of engineering jobs," as *The Engineering Record* calls it, was conducted by three Chicago engineers, one from the civil and two from the mechanical field. Their work consisted in designing the dummies, conducting the tests, and then drawing up specifications for fenders that have real life-saving properties. As a result they have recommended that the police reports of accidents to pedestrians by automobiles and trucks contain data on forty-six points, ranging from the type of vehicles in the street at the time of the accident to the color of the injured person's eyes. They also suggest that public speed-tables be posted giving equivalents of miles per hour in feet per second so that a practical conception of speed may be obtained by the public. Says *The Record:*

"In making its investigation the committee gave attention to the following points: Length of projection in front of truck, protective width, factor of traffic-interference, protective height, resiliency, protective efficiency, adaptability to varying road-conditions, material, and workmanship, strength, durability, reliability of operation, weight, method of attachment, manner of operation, efficiency of mechanism, inconvenience to car-operation, appearance, cost. The specifications were then drawn up based on the data obtained on each of these subjects."

Three sizes of specially designed and constructed dummies were used, as noted above. Each fender during the dummy-tests was subjected to 168 hits at speeds varying from 3 to 15 miles per hour. To resume our quotation:

"A summary of results shows that two fenders allowed no run-overs, three fenders allowed one run-over, three allowed two run-overs, one allowed three run-overs, and two allowed nine and fourteen run-overs respectively. Eliminating the last two fenders, the remaining nine give a protective efficiency against run-overs of 98.2 per cent., or better. Of these nine fenders one was manually tripped all times, two were not adapted to picking up, and a fourth was unsatisfactory in general performance. This left five fenders to be considered as to their compliance with other factors of protection, as well as to the character of results of hits which were not run-overs and not liable to cause grave injury. Each fender, as previously stated, made 168 hits on the dummies, the percentage of pick-ups being more than 85 per cent. for all five, one fender attaining an efficiency of 100 per cent. Forty-two of the 168 hits were made at a speed of 15 miles per hour, and the concussion the person run down would receive, regardless of any other results, was certain to be serious."



From "The Engineering Record," New York.

ANATOMY OF THE "FATHER OF THE FAMILY" WHO SUFFERED 2,500 ACCIDENTS FOR HUMANITY'S SAKE.

The committee drew the conclusions that with increased speed the protective efficiency of any fender decreases, owing to the effect of concussion, the efficiency greatly diminishing above 12 miles per hour, and protection practically vanishing above 15 miles per hour. Speed can be automatically controlled by governors, and such speed-control devices will not only be advantageous to the safety of the public but also to the trucks.

Broad, resilient surfaces of fenders tend to minimize accidents at all speeds. All the fenders tested were designed for head-on collisions; none was entered to prevent accidents due to running in from the side. No fender was presented for test suitable for trucks of a capacity less than two tons.

Finally, it was concluded by the committee that probable run-overs may be reduced to 2 per cent. and serious injuries to 25 per cent. by the use of proper fenders.

TO QUIET THE NOCTURNAL CAT—What he terms a "cat-silencer" has been invented by a benefactor of our race named R. R. Lautenschlager, who writes to *The Electrical Review and Western Electrician* (Chicago) to describe the device that will doubtless cause generations yet unborn to bless the name of at least one beneficent Teuton. Writes this friend of mankind:

"Until the present time, I have been pestered by cats howling at nights on the back fence and keeping me awake. To avoid this, take a number of strips of thin copper as wide as the top of the fence, about one inch, and six inches long. Tack these on the top of the fence about three inches apart, then tap wires from every one, 1, 3, 5, etc., going on one side, and 2, 4, 6, etc., going on the other side; connecting all to two wires, as shown in illustration, running to spark-coil.

"When a cat steps from one to the other it closes the spark-gap and gets a shock. I now sleep in peace. The coil is working all night, but is ready at any time. The coil can be placed in the cellar so that in case of rain it will not be damaged."

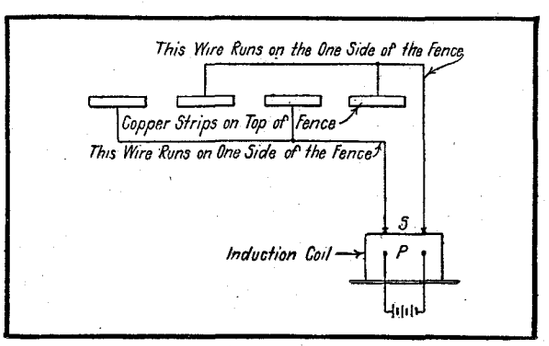

This Wire Runs on the One Side of the Fence
Copper Strips on Top of Fence
This Wire Runs on One Side of the Fence
5
Induction Coil
P

DIAGRAM OF MUTING APPARATUS FOR FELINE LOVE-SONGS.

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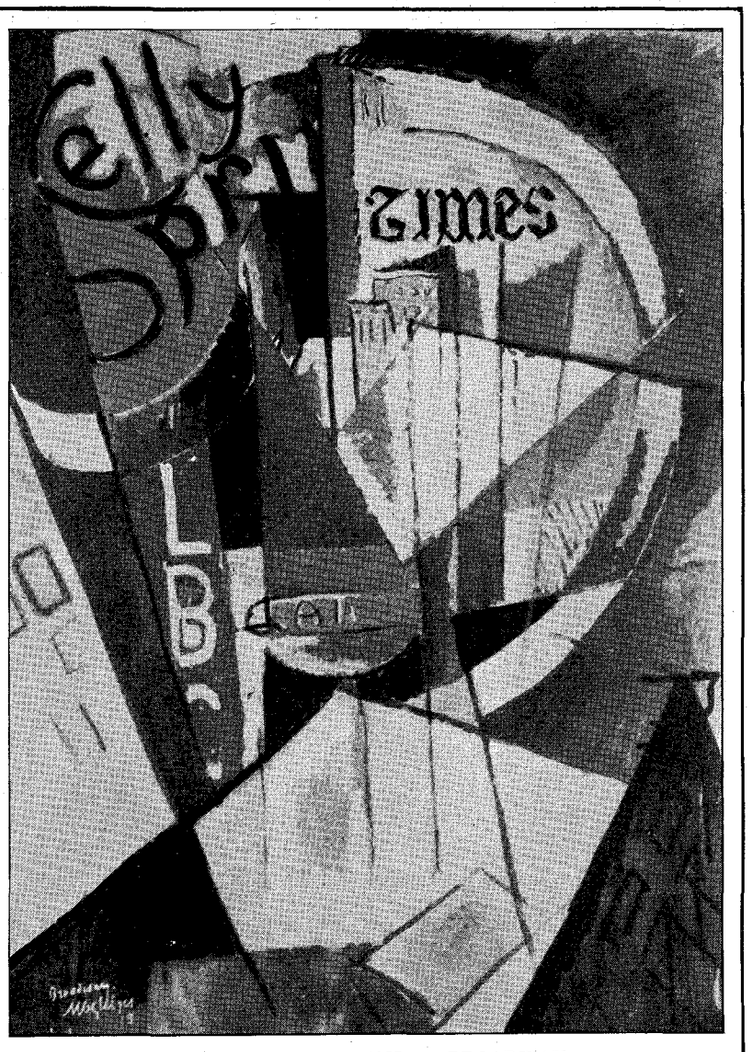
LETTERS AND ART

THE EUROPEAN ART-INVASION

JUST WHAT EFFECT the war is likely to have on American art is a matter of interested inquiry at present. Some hardy spirits are courageous enough to believe that we may soon become the center of the art-world; and they argue from the fact that already "for the first time Europe seeks America in matters of art." The advance-guard of an invasion which promises to swell after the war is already here. The newcomers tell us that they can not work amid the distracted conditions presented them at home, and they see no hope for a long time afterward for the revival of the artistic spirit in the inevitable lassitude of post-bellum days. So far our visitors have been the men who figured as the revolutionists of yesterday — Duchamp, Gleizes, Francis Picabia. Jean Crotti—the Cubists, Futurists, what not. They have been discharged from military service, but others still in the trenches plan to make America their home. In a recent interview in the New York *Times*, a young American painter, lately from Paris, Mr. Harry B. Lachman, declared that the vagaries of the "wild men" were killed by the war, and peace would never see their revival, at least in Paris. Does a writer in *The Tribune* see the revolutionists merely as transferred, for he says New York has awakened "to find that it is witnessing a French invasion—an invasion of the young and rebellious in the art of Europe, which will give of itself to the art of the United States, and in turn take from us what we have to offer." Along with these newcomers is the veteran sculptor and painter, Frederick MacMonnies, now forced to repatriate himself, who is quoted as saying that "the effect of this migration to our shores is likely to be more far-reaching than even the most enthusiastic now imagine." In *The Tribune* he explains:



A CUBIST IMPRESSION OF BROADWAY

By Albert Gleizes, who confesses that "New York inspires him tremendously."

"Conditions on the other side are bound to work enormously toward raising the status of art in this country. How permanent the effect will be depends upon the scope the movement attains before some degree of stability is resumed in Europe. I believe that this is the inception of a brilliant era for America.

"I look upon this awakened interest in America as a most fortunate and significant thing. America should welcome with open arms all the artists who will come over. The effect of this movement is likely to be more far-reaching than even the most enthusiastic now imagine. Artists of every sort ought to be welcomed. Every artist, no matter what his ideals may be, or whether his work be comprehensible or not to the majority, is a valuable asset. If he be only in earnest, each artist may influence the tide. Revolutionary tendencies are always healthy tendencies. They open up fresh channels, and incidentally an era which will eliminate the age-hallowed necessity of going abroad to study, through this sudden and potent pilgrimage of artistic Europe to our free shores."

Whether we welcome the prospect or not, one of the newcomers heralds the belief that "America is destined to become the high court of the 'modernists.'" Mr. Picabia bases his belief on his observation of the American spirit, which, he declares, is "peculiarly one with the spirit of the modern artists themselves." Our national exuberance would seem to have nothing to add to the fervor of this observer:

"The spirit of America seems subtly, yet powerfully, akin to the spirit of artistic creation. There are a fearlessness and a newness about it which send hope racing through one's arteries. The boundlessness of your national aspirations sets a dashing pace for the equal boundlessness of artistic enterprise. In short, art and life here seem to discover a wonderful consanguinity."

Albert Gleizes, described as "foremost of the French Cubists, and probably one of the two or three Cubists of note in the world, who so style themselves," is here to escape the horror of war. Not only was he suffering in nerves after the illness contracted during active service, but he saw "the individual being crusht or welded into a vast instrument to be swayed by the despots who control all destiny there to-day." Art, he says, "being essentially an expression of the individual, must be lost

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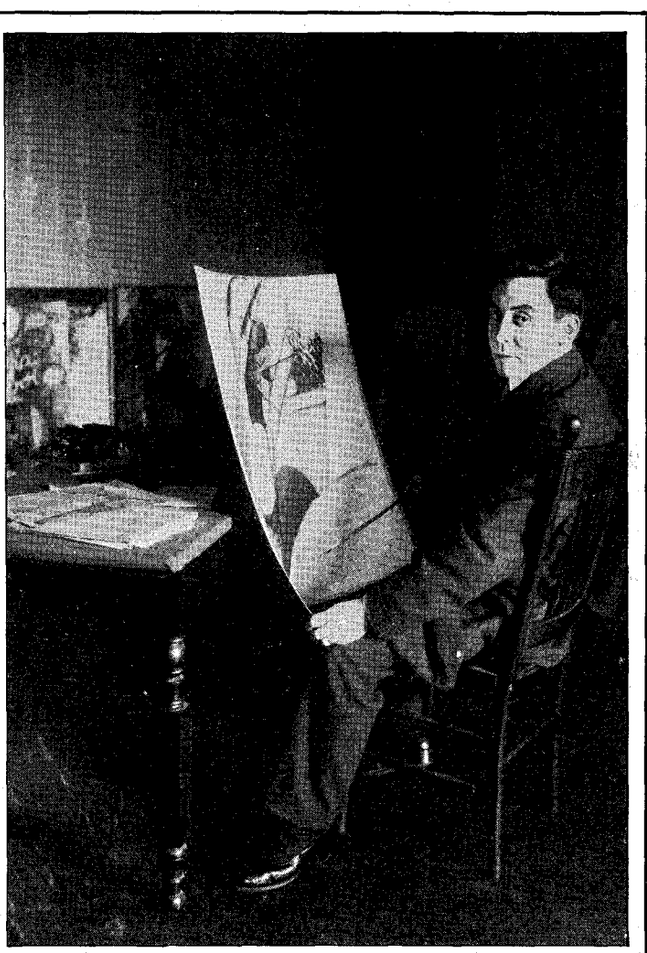
in the terrible gulf which is claiming manhood and all the better ideals of civilization." Mr. Gleizes has already done "a Cubist impression of Broadway." He declares:

"New York inspires me tremendously. I find life baffling in many respects. Walking through the streets of this great city, I have, not infrequently, a feeling of being hemmed in and even crusht. This is perhaps partly due to the height of the buildings, but also to the movement of humanity, streaming so steadily, so fixt of purpose, knowing so exactly where the goal lies. In Paris there is a maze of little streets. Life goes with starts and stops. It is much more devious and complex. But New York is a very thrilling place. It stimulates me, and the glamor increases as I become more and more accustomed to the trend of things.

"The sky-scrapers are works of art. They are creations in iron and stone which equal the most admired Old-World creations. And the great bridges here—they are as admirable as the most celebrated cathedrals. The genius who built the Brooklyn Bridge is to be classed alongside the genius who built Notre Dame de Paris. The same spirit underlies all supreme achievements. It is a very mistaken impression that one must go to Europe to see beautiful things.

"True art never is a matter of schools. It is universal, of all time and for all time. If it must be divided at all, it should be portioned into epochs. It is a thing of persons and not of cult. Nor is there, in any but the most superficial sense, a French school, a German school, an Italian school. The same emotions are felt all over the earth. People are merely people. The manifestations of art may be extremely various. This is illustrated, I think, by a comparison already made—a comparison involving American sky-scrapers and bridges and European palaces and churches. The same impulse to portray animates artists in every land.

"I am here in America to study American life. I mean to travel a good deal. And I hope to do a lot of work. Work is a pleasure in America."



ALBERT GLEIZES IN HIS NEW YORK STUDIO.

He thinks our sky-scrapers "creations in stone and iron which equal the most admired Old-World creations." They are "works of art."

Finally, there is Marcel Duchamp, who posed for many thousands of us the problem of finding in what to casual vision seemed to be merely a stack of crutches what his title purported the canvas to represent—"A Nude Descending the Staircase." He is jauntier than the others and came to us because he hadn't any one to talk to at home, or because he'd tired of talking about war. Shall we call him a Cubist in life?

"So far as painting goes—it is a matter of indifference to me where I am. Art is purely subjective, and the artist should be able to work in one place quite as well as another. But I love an active and interesting life. I have found such a life most abundantly in New York. . . . . .

"From a psychological standpoint I find the spectacle of war very impressive. The instinct which sends men marching out to cut down other men is an instinct worthy of careful scrutiny. What an absurd thing such a conception of patriotism is! Fundamentally all people are alike. Personally I must say I admire the attitude of combating invasion with folded arms."

"A GOOD SOLDIER"

THE MAILS were until recently being used to distribute a little article attributed to Jack London, and characterized by a writer in the New York *Sun* as treasonable. Mr. London denies the authorship. It is an essay in brief on "A Good Soldier," printed on the back of an envelop, the like of which was offered for sale at two for a penny. Postmaster-General Burleson found a way to restrain the "treasonable" envelop and its journeys by Uncle Sam's post are now prohibited. The protester, Mr. William D. Finke, declares that, "it would be bad enough if these were being distributed by hand personally, but when the machinery of Government is being used for their distribution in an endeavor to hinder or destroy the building-up and maintaining of a defense for that very Government, it would appear to me not only treason, but *treason compounded*." Whether this grave charge is warranted or not the reader may judge. The following is the essay:

"A GOOD SOLDIER.

"Young man, the lowest aim in your life is to be a good soldier. The good soldier never tries to distinguish right from wrong. He never thinks; never reasons; he only obeys. If he is ordered to fire on his fellow citizen, on his friends, on his neighbors, on his relatives, he obeys without hesitation. If he is ordered to fire down a crowded street when the poor are clamoring for bread, he obeys, and sees the gray hairs of age stained with red and the life-tide gushing from the breast of women, feeling neither remorse nor sympathy. If he is ordered off as one of a firing-squad to execute a hero or benefactor, he fires without hesitation, tho he knows the bullet will pierce the noblest heart that ever beat in human breast.

"A good soldier is a blind, heartless, soulless, murderous machine. He is not a man. He is not even a brute, for brutes only kill in self-defense. All that is human in him, all that is divine in him, all that constitutes the man, has been sworn away when he took the enlistment-roll. His mind, conscience, ay, his very soul, are in keeping of his officer.

"No man can fall lower than a soldier—it is a depth beneath which we can not go."

Mr. Finke submits his protest—

"As a citizen who believes it is a citizen's duty to take prompt and vigorous action against that which he considers to be *not* for the best interest of his country, and when it is further considered that I am giving my time and services freely as a soldier—Captain Coast Artillery Corps, N. G., N. Y.—because I feel that as long as I have the physical and mental requirements so to serve it is my duty to do so."

Mr. Burleson acted under Section No. 212 of the criminal code, which prohibits from the mails all matter which carries openly any reflection on the character or conduct of any person.

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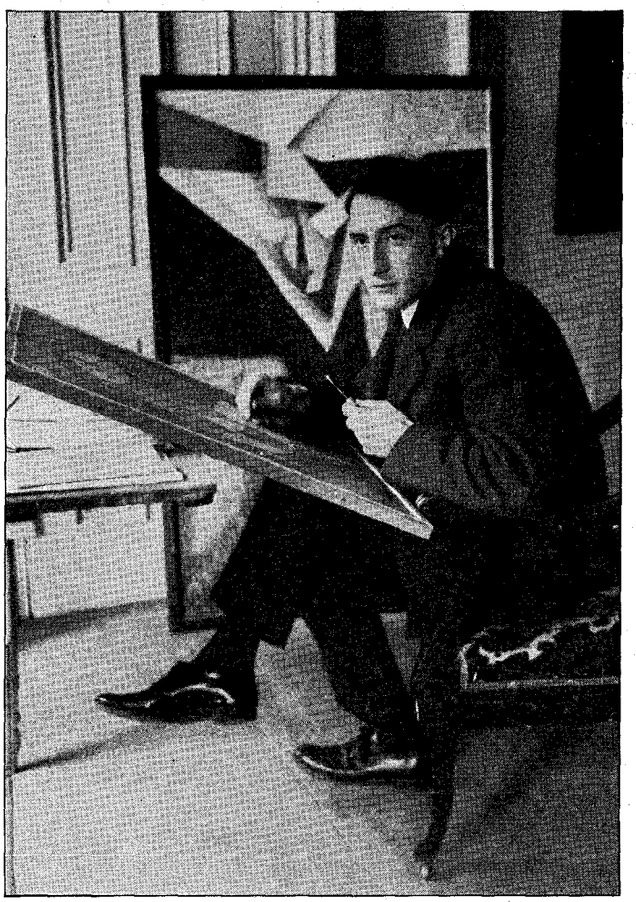
STARVING OXFORD

OXFORD is in deepest mourning. Its cry can probably be reechoed by institutions of learning throughout all the warring countries, and by the confessions Oxford is making we may divine how hard hit are the silent ones. Every college in that famous old aggregation by the river Isis has "lost so many, and so many of its best graduates and undergraduates—the brightest and most able in mind and body," says an Oxford correspondent of the London *Times*. The exact numbers are not yet ascertained, but about 540 members of the University had been killed and 60 were missing up to the date of the author's writing. One of the chief labor-leaders of Australia, a State Premier, said publicly that "Oxford and Cambridge had done more than their share and sent too many young men, the flower of intellectual England, to fight and die." The prospect for the new scholastic year is thus summed up:



ANOTHER INVADER, MARCEL DUCHAMP,

With the "Nude Descending the Staircase" to his credit, he professes to "admire the attitude of combating invasion with folded arms."

"There will be this term a handful of undergraduates; there will be a few freshmen coming up to make a beginning, to take the O. T. C. training, and then to follow their brothers when they are ready and of full age for commissions. There will be a few seniors, some prevented by health from serving, a few who have returned invalided, some reading for medicine or holy orders. There will be some Indian students and some Americans, full, these latter, of cheering friendliness. Altogether the numbers expected are about 300 freshmen, instead of the 1,000 or thereabouts of ordinary years, and an undergraduate total of, say, 600 instead of 3,000.

"Of the senior residents more have gone during the Long Vacation, with commissions as officers or chaplains, or to take up special work at the public offices in London, or to make munitions in Birmingham or elsewhere. Some are going even now, and altogether the amount of 'war-work' being done by Oxford men is always increasing. College servants, too, are very properly continuing to go into the ranks or public service. The state of things, then, is like that of last year, 'only more so.' Oxford is being slowly starved in men and money."

The deficit of 1915 affords a serious problem. Considerable reductions were made last year; more must be made this year. We read:

"Several professorships are, or will be, vacant. Need they be filled up? The council has already suspended one or two. Departments with no students can and ought to be closed. Scholarships and prizes for which there is no adequate competition need not be awarded. The Faculties Fund for providing extra and higher teaching can restrict its grants and hand over a larger balance to the University.

"But the state of many of the colleges threatens to become even worse than that of the University. Those which have substantial agricultural rents are in the best position, since these, so far, are maintained, tho house-rents are already falling off."

A writer from the same source to the London *Standard* draws a picture of the contrast between the Oxford of to-day and the Oxford of an almost immemorial past:

"As we pass under the shadow of Merton walls, gazing on the quiet meadows, war seems very far off indeed, very difficult to realize; and as we emerge from verdurous paths to a waterside view of Magdalen, it is like the sudden uprising of a lovely lyric in the heart, a soaring utterance of the abiding beauty, the eternal hope, the unending desire. The sun plays fondly on the perfect tower and the time-worn gables that surround it; there is a perpetual rustle among the leafage that droops above the smooth-flowing stream; we feel that whatever be the season a continuous May-day song rises to voice our marvel at the human mystery, our prayers for the divine sanction. We know that that of which these things are a type would not pass away tho the type were destroyed; yet we are none the less eager to retain these symbols of what may be more enduring than themselves, these external utterances, the work of human hands, the expression of human consciousness.

"There is a difference now—khaki soldiers pass us in the gray cloisters or in the green shades of Addison's Walk; we hear voices from France and Belgium, the voices of refugees; apart from these there is a great quiet, the lonely brooding of a place that is partly desolate. As we pass along the High we meet again the ever-present khaki; we see officers speeding in hasty motor-cars, or wounded men being driven to drink the healing of country solitudes. Above us, perhaps, circles a high aeroplane, dim as a soaring bird; the walls are plastered with appeals to the patriotism that should need no appeal. These aspects seem temporary and fugitive; they have not taken Oxford for themselves, they have not driven out its own spirit; the sense of their superficiality brings a hope and an inspiration. For here is the abiding back-lying peace that must triumph over all excrescences of destructive force, all tumult of conflict. The glowing reds still border the paths of the quadrangles, tho the students be absent; lovely coloring creepers mantle around casement and dark crumbling wall. The fair porch of St. Mary's and her exquisite spire have nothing to tell us of war, tho they have their own memories, not always sunny ones; and Tom Tower still looks like a friend whom we have always known, with whom our intimacy can only end with life itself."

The Chancellor of Oxford, in addressing the House at the recent convocation, said, according to the London *Morning Post:*

"It is impossible not to feel the frightful magnitude of the price the country is paying for the preservation of its freedom. What we have lost in the death of members of the University is irrevocably lost. But we have gained something, too, which I hope we may never lose; we have seen our men as they really are, in their true colors. I suppose there is no body of men in the world regarding whom such odd convictions and delusions prevail as about undergraduates. They are at times perplexing and unaccountable. There will always be some who are unsatisfactory, but I am sure that these were always very few, and the men who have gone out and fought their country's battles so splendidly are just the men we knew."

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READING FOR THE GERMAN SOLDIER

MARK TWAIN is said to be a popular author at the German front. Not Mark Twain in his Yankee vernacular, but translated into a tongue of which his own description is, "You dive blindly in at the beginning of a sentence, and come out at the end with the verb in your mouth." In the same medium soldiers fighting for the Fatherland read, we are told, an English author, Baden-Powell's "Adventures as a Spy." The German, of course, does not neglect his own authors. Goethe, says Gilbert Hirsch, writing in the New York *Evening Post*, is "perhaps the most popular book in the German Army." Such a fact forces this writer to the conclusion that to the question so often heard in America, "Where is the old, simple Germany that loved poetry and philosophy?" the answer is "At the front, fighting in the trenches of France; in the snows of Russia." He says:

"I have read a letter from a high-school boy of eighteen, lying in a trench near Arras, begging his parents to send him a copy of a German Bible; a letter from a lieutenant, half-frozen in the snows of a Karpathian winter, who, in the same sentence in which he casually mentions having just shot a Russian, tells of his excitement and admiration on rereading the 'Witches' Sabbath Scene,' and wondering 'what Goethe would have thought about the present war.' I have been told that there have been numberless demands from the front for a new brochure—'Goethe and Aristotle'! And every bookseller to whom I have put the question of what he sends to the front is sure, sooner or later, to say, 'And, of course, there's Goethe.'"

The soldiers read no more about the war. They are "fed up" on that theme, as the English would put it; and request their friends to send them anything but war-literature. "Humor in Tornister" ("Humor in the Knapsack"), a collection of squibs that appeared in the comic *Lustige Blätter*, has gone into its 110th thousand, so must have found its way into the knapsacks to which it was dedicated. There are packages of tiny, pink-covered German classics marked "five books for men at the front," already known to American travelers as "Reclams Universal-Bibliothek." But, we are told, "many a soldier has unblushingly admitted that when a piece of the world's greatest literature quarreled for that last vacant corner of his knapsack with the box of cigars just arrived by the field-post, the book was unhesitatingly and cheerfully thrown into the nearest field." Detective-stories or exciting novels of any sort are not much wanted, either. The soldier prefers "solid, peaceful, somewhat tedious novels." We read further:

"Poets little known outside of Germany, not writers of the first rank, but men whose love of Germany far outranked that of Goethe, such as Körner, the poet who fought in the wars against Napoleon, and Liliencron, author of the 'Soldatenlieder,' are also to be found in the knapsack. One hears sometimes of Nietzsche's 'Zarathustra' being read at the front by the more educated men—but hardly often enough to lend support to that naive belief that it was Nietzsche, with his gospel of power, who was responsible for this war. From all I can gather, Kant, the philosopher of duty, of obedience, is more often to be found in the knapsacks of teachers, lawyers, and writers who are now soldiers than the more brilliant but erratic preacher of the 'Superman.' So that the actual evidence seems to support Professor Dewey, of Columbia, in the belief exprest in his recent book that the spirit of Germany to-day is the spirit of Kant, and not of Nietzsche.

"It seems almost unbelievable that in the midst of the crude tumult of war men should have sufficient calm of spirit to appreciate the smooth rhythms, the subtle nuances, of a modern poet like Rainer Maria Rilke, a German very much under the influence of the French. Yet he, too, is read at the front. And Jens Peter Jacobsen, the delicate Scandinavian psychologist, who has his Hamlet-like hero, *Niels Lyhne*, die bravely in battle—he, too, is popular.

"For the German is cosmopolitan in his literary appreciations. Nothing could be more amusing than the amazement of a young German 'intellectual,' who had for years been an admirer of Maeterlinck, and suddenly found himself in the land of Maeterlinck—in the capacity of invader—and discovered that a Belgian school-director to whom he was talking had never even heard of Maeterlinck's name.

"But in his desire to be gracious, and to show that he, too, was a man of letters, the school-director went into an inner room and after some time brought out 'Uncle Tom's Cabin.'"

JEAN CROTTI AND THE "PORTRAIT OF A WOMAN."

Is this "invader" from France looking for the woman's other eye?

Never before in the history of the world, observes Mr. Hirsch, "has there been an army so small a proportion of which is composed of professional soldiers, so large a proportion of educated, and of highly educated, men." And as a consequence,

"The physical hardships, even the strain on the emotions, are not nearly as hard for many of these men to bear as the sudden enforced intellectual stagnation. Many of them have taken with them books of the most technical nature, simply to keep themselves stimulated intellectually, and to make the gap between their past and their present seem less extreme. Yet there is something terribly futile about reading books relating to the technique of your profession when you know that it will be a year, perhaps two, before you will be able to practise it again—or perhaps an eternity. I heard of one jurist who had taken Ihering's ponderous work on 'The Struggle for Equity' with him in his knapsack, tossing it down in disgust one evening in his quarters in Belgium, and cursing the luck that forced him to take up this stupid business of being a soldier, just as the time when—because of the war—all sorts of 'pretty' problems that had never come up before would have to be solved. I read a letter from a surgeon I know who expresses himself as bored to death by his work at the hospital at the front. He was an amateur aviator before the war, and is piqued that the military authorities won't let him join the aviation corps now, where there are at least some danger and excitement. He says he would not mind the work he is now doing 'if the soldiers did not always insist on getting wounded in the same uninteresting places—no originality at all.' And therefore he can make no progress in the study of his profession. I heard of a literary man who made an excellent soldier—was quickly promoted to the rank of corporal—but felt keenly the lack of intellectual stimulus."

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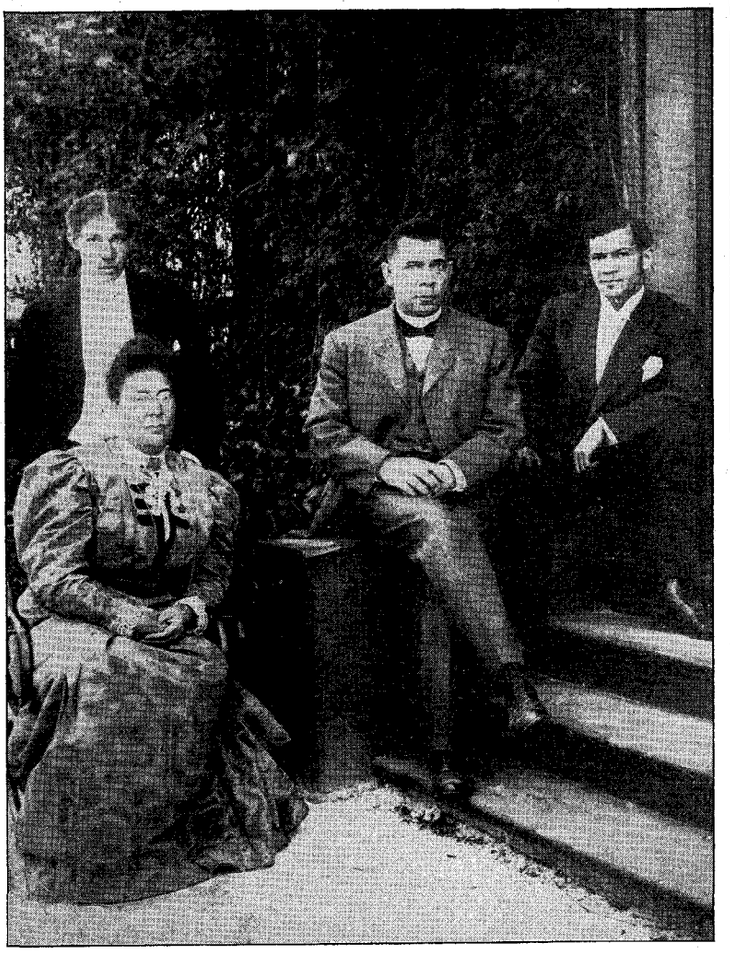
RELIGION-AND-SOCIAL-SERVICE

BOOKER T. WASHINGTON

NO MAN, WHITE OR BLACK, has been so successful as Booker T. Washington in interpreting one race to another. This is the tribute paid the distinguished negro educator by Mr. Oswald G. Villard; and Seth Low, the chairman of the trustees of Tuskegee Institute, expresses the belief that in the death of Dr. Washington, which occurred on November 14, the country has lost a great man and the negro race a great leader. Considering that Dr. Washington began life as a slave, Mr. Low feels that one can not fail to marvel at his achievements. The work that he began must be carried on, declares Mr. Low, and no evidence of its usefulness is so strong as the career of the negro educator himself. General Armstrong, the head of Hampton Institute, is reported to have said that if Hampton had done nothing else than produce Booker Washington it would have justified itself and all the money it had cost. His case illustrates, says Mr. Villard further, that "there is in the negro a storehouse of ability and talent which will be of infinite worth to the Republic if it can be brought forward."



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FAMILY OF BOOKER T. WASHINGTON.

"One has only to try to picture the situation as it would have been in the South to-day without him to realize how much he achieved."

Booker Washington was born in the slave-quarters of a plantation at Hale's Ford, Franklin County, Va. He was never certain what the year of his birth was, whether 1858 or 1859. His earliest recollection, he says, was waking at night to hear his mother's voice in prayer for the success of the Union arms and the liberation of her people. His mother named him Booker, but Washington was a name he adopted later in life, and the T., standing for Taliaferro, was taken in compliance with information as to his paternity. When the war ended his mother moved to West Virginia and married, the boy going to work in a salt-furnace, where the stenciled letters on barrel-heads furnished his first elements of education. From the salt-furnace he turned to work in a coal-mine, and there heard of Hampton Institute, where negroes might be educated. The New York *Tribune* prints this chapter of his early story:

"Booker Washington had at last found certain information regarding his 'paradise.' Here was a place where negro men and women might receive education and pay for it out of their labors in the fields and shops.

"With renewed hope, the young man continued his work, scraping together and saving every cent he could. At last, poorly nourished and worse clad, with a bare handful of painfully treasured change in his pocket, he turned his face east, and started from the small hamlet in West Virginia for Hampton.

"Part of the time he walked, pausing on the way to do any odd jobs offered him. Sometimes he was given a lift a few miles along his road. Rarely he traveled by steam. Yet when he reached Richmond he was weak, hungry, and penniless. He slept that night with a pile of sand for a bed and a wooden sidewalk overhead as his only shelter. The next morning, unfed, he haunted the docks until he obtained a job. For a week he labored there, returning at night to his sand-bed beneath the sidewalk. When he judged he had enough money he set out again for Hampton.

"He reached the institution, worn, ragged, and tired, with fifty cents in his pocket. The teacher to whom he applied for admission looked at him doubtfully and then set him to sweeping a classroom.

"'I swept that room out four times,' Dr. Washington said in after years, 'and then I dusted it a half-dozen times more. When the teacher returned she went over the woodwork with her handkerchief and then said to me, "I think you will do well in this school."'

"With his ideal of an education within his grasp the young negro did not stop in his large dreams for the future. With the first steps in his personal advancement came the broader conception of an advancement and improvement for his race."

Not less romantic is his subsequent career, as the New York *Sun* rehearses it:

"After being graduated he returned to his old home in Virginia and taught school for a while before he continued his studies at Wayland Seminary, Washington, D. C. While at Wayland he was invited to become a teacher at Hampton and there he remained for two years until, in 1881, the citizens of Tuskegee, Ala., appealed to Gen. S. C. Armstrong for an institution along the lines of the school at Hampton, an institution which would develop negroes into useful citizens, teach them self-respect, give them the ability to support themselves, stir them with proper ambition.

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"Hundreds of persons were recommended for the place as head of the new institute, many of them much better known than Washington, but he got the place. When he arrived at Tuskegee he found there had been no land or buildings provided—that there was nothing, in fact, except the promise of the State of Alabama to pay $2,000 annually toward the expenses of the school. But Mr. Washington went to work with immense pride, tremendous energy, and optimism that never flagged for an instant.

"He began to teach in a small shanty, having one assistant only for the instruction of thirty pupils. From that time on the growth of the institution was phenomenal. Mr. Washington began to send from Tuskegee a new sort of negro, a youth who was of competent mind and hand, who had self-respect, who had been taught to make an adequate living, who wanted to be a good citizen.

"Persons all over the country became interested in Tuskegee and the man who was making it famous. Gifts flowed in. Extensions became possible. Now Tuskegee possesses property worth $2,000,000 or more, uses fifty buildings, which are on 3,000 acres of land. Annually from 1,500 to 2,000 young negro men and women are taught how to make their lives count the most for themselves, for their race, and for their country.

"Mr. Washington first became a national character in 1894, when he spoke for the negro on the opening day of the Atlanta Exposition. Previously he had acquired more or less local fame as an orator, but on this occasion he was hailed as the successor of Frederick Douglass as the leader of the negroes. Thereafter he was in great demand as a public speaker and appeared before many of the best-known organizations in the country.

"He was called into consultation by President McKinley in regard to matters affecting the negro. President Roosevelt admired him highly and frequently consulted him. President Taft recognized the keenness of his judgment and his sincerity of purpose. Harvard University gave him a degree in 1896 and other colleges conferred degrees upon him subsequently."

In estimating the probable permanency of Dr. Washington's work, both *The Times* and *The Evening Post* point to the fact that he was "not the standard-bearer of a united race." While he was the educational leader of his people, he did not, as *The Evening Post* observes, "speak out on the things which the intellectual men of the race deemed of far greater moment than bricks and mortar, industrial education, or business leagues—the matter of their social and political liberties." He was silent, we are told, "in the face of many a crying wrong and bitter injustice, and more and more colored men came to resent it." In his public addresses, however, he argued that by labor and thrift the negro would gain property, and thus win respect and position. *The Times* declares that "there was a multitude among the more ignorant who were quite unable to understand either his motives or his methods, who thought him timid, or even treacherous, to the race, as to some of whose wrongs he was, of set purpose and deliberately, silent. It is obvious that this feeling among his fellow negroes was always a serious and painful element in the work that Washington had set himself to do." He was even accused of selling the negro's birthright for a mess of pottage. Upon which point *The Evening Post* observes:

"However he may have erred, the sum total of the good he did far outweighs the rest. To realize how much he achieved, one has only to try to picture the situation as it would have been in the South to-day without him. True, he preached the gospel the South wished to hear, because it suggested menial labor, but it was a great thing to those who knew the attitude of the South toward any education for the negro in ante-bellum and post-bellum days to win it for any form of training that involved books. Some one must lay the foundations, and in preaching industry, thrift, the acquisition of property, correctness of life and bearing, and sticking to the farm, Dr. Washington preached the doctrine most needed by the bulk of the colored people; for it is upon that foundation of orderliness and good citizenship that the superstructure must be built without which the negro can not come into his own. Other leaders there are to speak for higher ideals and higher aims toward which the evolution must be certain if our American democracy is to be a true democracy, and more and more such leaders will arise. But in this hour of a great loss to both races it is to be hoped that Dr. Washington's death will recall to the nation's attention, as did his life, that there are great talents to be found among the negroes, as there are certain to be great negro contributions to our literature, our science, our drama, our music, our arts, if only we can bring ourselves to strike from the limbs of Lincoln's freedmen the shackles of ignorance, oppression, prejudice, and injustice with which the race that vaunts itself superior still fetters them."

CHRISTIANS NOT AT THE MIKADO'S CORONATION

THE JAPANESE GOVERNMENT did not declare any unfriendliness to Christianity in not inviting a representative to the recent coronation ceremonies of its Emperor. So declares Dr. Ferdinand C. Iglehart, in *The Christian Herald* (New York). True, the Japanese Christians tried to induce the Court and Government to change the original plans which recognized only representatives of the Buddhist and Shinto religions, on the ground that Christianity is now one of the prominent religions of the Empire, but it was argued in reply that Buddhist and Shinto priests held a court rank that entitled them to attendance. Missionaries and other Christians were invited to the coronation banquets both at Kyoto and elsewhere; but, apart from this, even inherent fitness, according to Dr. Iglehart, would dictate their non-appearance at the ceremonies:

"The coronation committee should not be criticized. What right had missionaries or Christians to any part in exercises which from first to last were one spectacular expression of ancestor-worship? The Emperor went to Kyoto because it was a religious city which for a thousand years had been not only the capital of the nation, but its religious center as well. He went to that city on purpose to meet the gods, his ancestors, at a time of supreme importance in the nation, to thank them for the great prosperity they had given to it, to have them as witnesses to his new vow of loyalty to them and the people in assuming the rulership of the Empire, and to ask their specific guidance in the administration of the Government in righteousness, courage, and benevolence, so that increased prosperity and happiness should come to all the people."

The Japanese Government, the writer repeats, is not unfriendly to Christianity:

"One of the greatest reforms guaranteed by Mutsuhito, the Emperor's father, in the new constitution was religious liberty. For two thousand five hundred years, up to the time of the late Emperor, no such thing as religious liberty could be found in Nipponese literature. Fifty years ago, at every gate to both the Flower Capital of the Mikado and Yeddo, city of the shogun, and at many of the entrances to other cities and villages, there stood a large sign-board with heavy black characters saying, 'The evil sect Christian is firmly forbidden as hitherto.' To call a man *Yaso*, meaning 'Jesus,' was to heap upon him the deepest possible insult. Forty years ago there were only eleven baptized Christians in all Japan; now there are about a hundred thousand of them, with more than that number in the Sunday-schools, with between six and seven hundred churches. In twenty-two years after religious freedom had been guaranteed by the constitution, the first House of Representatives the nation ever had elected a Christian as its president. And since that time distinguished admirals, generals, statesmen, educators, professional and business leaders, as well as many of the plain people, have been proud to acknowledge Jesus as the Savior. The success of Christianity there has not been because it has sought the lime-light or occasions of pompous display, or worn costly silk robes of yellow, purple, and crimson, nor because it has beaten the drums and blown the brazen trumpets of an external virtualism, or aided in the crowning of kings, but because religious freedom was guaranteed, and Christ had the right of way for his holiness and his love, and because the Christian missionaries lived saintly lives and rendered Christly services. A true history of the nation will record the fact that Christian missionaries, by their intelligence, sweetness of spirit, purity of character, devotion to Christ and to the mental, moral, and spiritual welfare of the people, have been one of the most potential factors in the formation of the New Japan."

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PERNICIOUS "TELL-TALE" LITERATURE

FOLLOWING the receding wave of sex-literature is the influx of another tide that a writer in *The Continent* (Chicago) intimates may become almost as pernicious. It is "the frenzied personal revelations that flood many magazines," whose ill effect few critics have yet attempted to point out. No situation in life, we are reminded, is exempt from an airing in open court. "Conjugal relations, the problems of maiden and lover, the working-girl and her employer, mothers and their daughters, are all discust with no regard for reticence." Both subject-matter and form merit attack, declares the writer, Barbara C. Palmer, tho she admits that there can be no quarrel with their probable underlying reason for being—man's instinctive longing, seldom realized, to know how others meet their intimate experiences. That the kind of writing here discust fills the magazines in sufficient quantities to deserve attention is the first point taken up:

"A recent bound edition of one widely read publication shows twenty-four 'special articles' along these lines. There was only one month's issue without its allotment, and then a prize was offered to stimulate the apparently slackening flow of milk-and-water sentimentalities. Exclude the lower-grade magazines—where one expects such offerings—and then in any one month look through those remaining. The search will be rewarded by the discovery of from five to ten excellent samples. When this cloud first darkened the horizon, it hung chiefly over the periodicals designed for women. Now, these fictionalized revelations are creeping into those that have a more universal appeal, and to 'How I Knew When the Right Man Came,' and 'When My Husband Became a Thief,' are being added, 'Confessions of a Husband,' and 'Why I Wanted My Wife to Be My Wife.' One editor even arranged a men's tournament, offering a generous sum 'to be divided among five husbands who will tell fully and frankly'—something men are wont to keep still about."

One evil of such writing is that it helps "to foster a habit of petty introspection that can not fail to be contaminating," and another harm in the airing of private grievances is that it sounds the note of indiscriminate frankness:

"Few of us quarrel with the tendency of this age to bring things into the daylight, so long as general conditions that actually exist are shown, and not personal sufferings, largely imaginary. Ida Tarbell and Lincoln Steffens, shedding light on some hidden side of big business, or Brieux on social evil, can not be denied honesty and breadth of purpose, whether one approves their methods or not. There is, however, something vitiating in reading of petty problems weakly and insincerely handled.

"The lack of constructive thought in these tattlings is also a demoralizing factor. One has only to quote a few instances to show that, tho there is a tearing-down of reserves and discussion of unpleasant conditions, remedies are rarely suggested. Who is the wiser for hearing the plaint of a wife who, after the birth of an idiot child, learns that she is married to a 'secret drinker'? It might add to the gaiety of nations to hear that she cured him, but that she does not is shown in these melodramatic words: '"Little son," I murmured, "little son, he is gone! Dead, do you hear? Dead!" And as I broke into an anguish of sobbing my idiot child looked at me and laughed.' What can be learned from the confession of the wife who borrows money from her husband's friend to buy raiment solely because she longs to look lovely in the eyes of the former? If she would tell us that by his tolerance he opens her little prehensile mind to the fact that this is not good business, then possibly there would be a net gain for the reader. She gives her husband's words as follows: 'Damn you! why, if you were going to ruin my honor didn't you ruin yourself, too? Why did you botch the job?' Seemingly cowed, she 'turned with stifled sob and went down the dark street toward the river.' Surely, it is both depressing and hurtful to be left in the slough of despond with these ladies! . . . .

"Oddly enough, most of the editors who are accepting this kind of writing represent magazines that are trying with apparent earnestness to teach methods of gracing and refining home-life. They have an enormous circulation, especially in country districts, and have done untold good in teaching household economics and hygiene. Why, then, do they stoop to giving data on 'How I Married and How I Escaped'? Probably no women feel such a need of emotional outlet as those who endure the exacting routine of farm-life, and undoubtedly many of them try to find it in reading these neurotic and erotic confessions. A great responsibility rests on those who offer such fare to persons whose very isolation makes them less capable of seeing how false are the situations shown. Still more impossible is it for young people with no knowledge of the facts of life to recognize their hysterical tone. Through them the adolescent mind might become permanently warped in forming its judgment of human relationships and problems."

FOR THE SOLDIER'S CONSCIENCE

AN ILLUSTRATED "Short Life of Christ" has been prepared and distributed among Italian soldiers by the "Society of Catholic Youth of Italy," *Rome* informs us. To give soldiers on active service a Life of Christ might "seem a sort of contradiction in terms," admits Father Genocchi, writer of the preface, which *Rome* quotes. "Christ in his gospel preaches peace, resignation, forgiveness, love of our neighbor; quite on the contrary, soldiers avenge themselves with sword and rifle and believe they are doing their duty in killing as many of the enemy as they can." A very different thing, remarks Father Genocchi, from "forgiving and suffering injuries with patience." But Tolstoy and others who interpret this teaching as forbidding Christians to take part in war are taken to task by this Italian priest, who tells them "how the words of the Gospel are to be understood":

"It is indeed true that Christ said: 'If one strike thee on thy right cheek turn to him also the other.' But neither he nor the Apostles ever ordered soldier converts to renounce their military service and war. And, moreover, there are so many other things in the Gospel, in the Apostolic writings, and in the treasure of the holy traditions preserved by the Church that the sound explanation of that great Evangelical precept is not difficult to find. Christ puts before us a divine ideal of perfection, to be put in practise as well as possible in the degree granted by our moral condition, exception being made in the case of some great duties for which everything, even life itself, must be sacrificed."

Catholic soldiers are reassured by quotations from St. Thomas Aquinas, St. Augustine, and Cardinal Mercier. Father Genocchi's final conclusions in his endeavor to reconcile war with the study of Christ's life are stated thus:

"1. Christ did not forbid every sort of war between nations, as he did not forbid violent repression of evil-doers within a nation. There is not a word to this effect either in the Gospel or in any other part of the Old or New Testament. Christ forbade strife, inflexible resistance, vengeance among brothers, or among Christians, which is the same thing. Our Lord's direct wish is the reform of the individual, who should be without bitterness, kind, patient, generous, affable, desirous of doing service to all and sacrificing himself for others. But no one is authorized to extend to States the words which the divine Teacher addrest to single Christians. . . . . .

"2. Is not, then, war between State and State against the Gospel, or at least against the spirit of Jesus Christ? Not every war; no, only those which are unjust or unnecessary. But it is certainly against the spirit of Jesus Christ that there should still exist in Christian countries those circumstances of rapacity, malice, and materialism which make wars inevitable. . . . . .

"3. Let, then, soldiers read the Life of Christ and learn to conquer base and miserable passions, to keep the spirit high and the body healthy, because the country has need of all their forces. Let them learn to face bravely hardships, sorrows, even death itself, on behalf of their brothers—that is, on behalf of their country, and let them sanctify their great and noble sacrifices with the thought of those which our Savior willed of himself to make for us. Soldiers in war have a Calvary to ascend, but after Calvary for them too can not fail glory and beatitude.

"4. When men live as true Christians, with the Gospel for the common rule of life, and the kingdom of God (*advenial regnum tuum*) is more and more spread and rooted in the world—then the relations between States will become as those between good Christians, who do not have recourse to arms to make their reasons prevail, and so wars will finish."

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MOTOR - TRUCKS

ECONOMY IN USING TRAILERS

THAT motor-trucks can be more efficiently operated by trailers, savings being effected where loads are heavy or where the loading was poor, is contended by Joseph Husson in a paper contributed to *The Commercial Vehicle*. The chief reason for the use of trailers is, of course, economy. Economy is secured by use of trailers, because a trailer inherently has the power to pull a greater load than it can carry, and the moving of a greater amount of goods in a given space of time means less cost per unit transported. That a vehicle is able to pull more than it can carry is due to the use of a latent power known as draw-pull. The principle is as old as civilization, dating back as it does to the time when an animal was discovered to be more efficient when he pulled a load than when he carried it on his back. When the savage tied the ends of two long poles to the back of his horse, allowing the other ends to drag on the ground, and then tied his load to the middle of the poles, he made use of this principle. When, in a later period, it was discovered that the animal could pull still more when the lower ends of the poles were attached to wheels and the load was mounted above the wheels, the wagon came in with increased load. With these devices for thousands of years land-transportation was carried on; in fact, until the railway was devised in the time of the fathers and grandfathers of many now living, and the tractor then appeared in the steam-locomotive and the tugboat. Mr. Husson says further in this article:

"To-day the field of the trailer may be divided into four divisions, three of which are already here and the fourth on the way. These classifications may be designated as follows:

"1. The hauling of heavier loads.

"2. The use of trailers to increase the truck efficiency when the loading and unloading are very slow, thus making it possible for the truck to realize its full ground-covering ability.

"3. The use of trailers where the truck-load is of such bulk but of such little unit weight that with the ordinary-sized body the weight of the full load is but a fraction of the truck-load capacity.

"4. The use of light, pneumatic-tired, two-wheeled trailers coupled to the rear of the conventional truck or passenger-car and carrying a separate load in addition to that carried on the truck, in some cases.

"These four classes of work in which trailers are most efficient may be grouped under one general head, namely, the hauling of comparatively heavy loads of goods, as opposed to the delivering of goods. In the latter case, the speed required and great number of deliveries, with a corresponding number of stops to be made at various points, render the separate truck more suitable than a trailer unit. This is also the case when deliveries have to be made in the congested portions of a city where many stops and starts have to be made due to traffic or when deliveries have to be made over poor country roads.

"The trailers used in these four classes of work may be divided into three broad classifications as follows:

"1. The semitrailer.

"2. The four-wheeled trailer.

"3. The two-wheeled trailer.

"The semitrailer is of the two-wheeled type, but differs from the conventional two-wheeled unit designated as No. 3 in that a certain percentage of the trailer-load is supported on the tractor-frame, while in the latter case the entire trailer-load is separate from the tractor-load and supported entirely by the trailer-wheels. The four-wheeled trailer is an entirely separate unit, carrying its own load. The work which these three kinds of trailers do and the manner in which they are used may also be divided into four classifications, as follows:

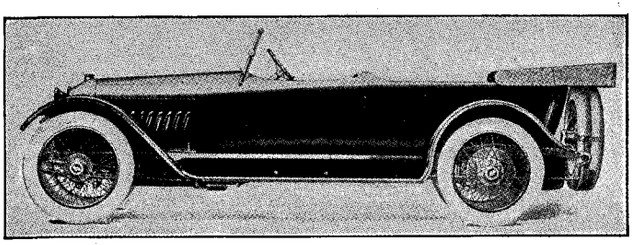
"1. Trailers in trains.

"2. Trailers for heavy loads, above 10 tons.

"3. Trailers for medium loads of from 4 to 10 tons.

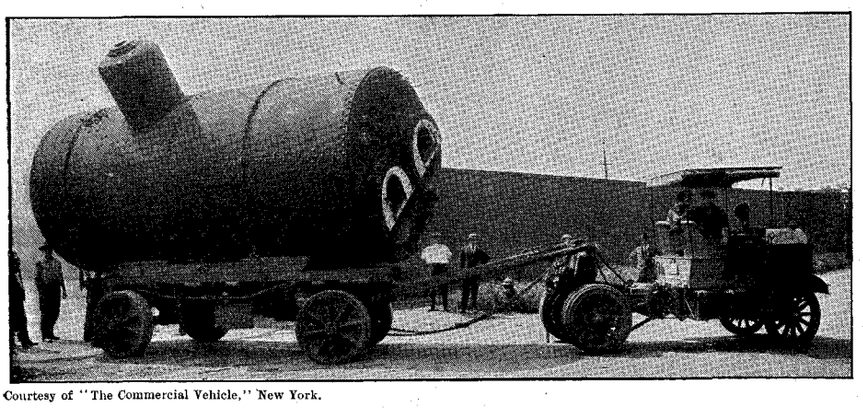
"4. Trailers for loads less than 4 tons.

"The motor-truck trailers for the above four classes of work are all developed from horse-wagon trailers. The great differences between the old-wagon trailers and the modern truck ones are a general strengthening of parts, an increase in flexibility, and the use of improved wheel-bearings, all of which have been found necessary to stand the great increase of truck-speed over horse-speed."



From "Automobile Topics."

NEW TYPE OF SEVEN-PASSENGER TOURING-CAR.

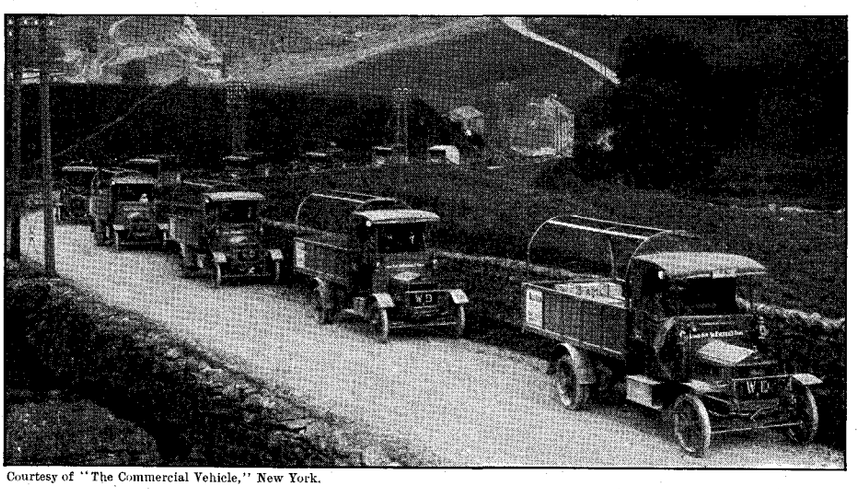


Courtesy of "The Commercial Vehicle," New York.

SMALL TRACTOR HAULING BOILER AND TRUCK WEIGHING 41 TONS.

A FARM-TRACTOR SUBSIDY IN FRANCE

In France has recently been made an arrangement by which the Department of Agriculture will grant subsidies to farmers for the purchase of tractors for farm use. The proportional amount of the subsidies will vary with conditions, but in no case will it exceed one-third of the total cost of the machine, except in cases where the applicant has suffered by the war, when the amount will be one-half of the total cost. Cooperative farming societies may obtain the subsidies as well as farmers' clubs. As outlined in *The Commercial Vehicle*, the arrangement provides



Courtesy of "The Commercial Vehicle," New York.

ONE OF THE BIWEEKLY CONVOYS OF NEW BRITISH TRUCKS FROM THE FACTORY TO HEADQUARTERS.

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Overland

$6

Roadster $

With Ele
and Ele

Four

HERE is another Overland model. A brand new car at a brand new price. Many people prefer a car that is smaller, lighter and more economical to run but with the advantages of the larger and higher priced cars.

Model 75 is a comfortable, family car with virtually all the advantages of the very large cars at a price which is well within your reach.

The price is only $615!

It has a powerful motor; electric starting and lighting system; high tension magneto ignition; 104-inch wheelbase; cantilever springs; four-inch tires; demountable rims; streamline body design.

This season our factory capacity has been increased to 600 cars a day.

This, in itself, explains our ability to give so much car for so little money.

This newest Overland is a beauty.

The body is the latest full streamline design with a one-piece cowl.

It is handsomely finished in solid black with bright nickel and polished aluminum fittings.

Five adults can ride comfortably.

While the car is roomy, it is light in weight, 2160 pounds.

It has demountable rims with one extra.

The tires are four-inch all around because we believe in the advantage of large tires.

They insure greater mileage and comfort than can be obtained from the smaller size used on other cars of similar specifications.

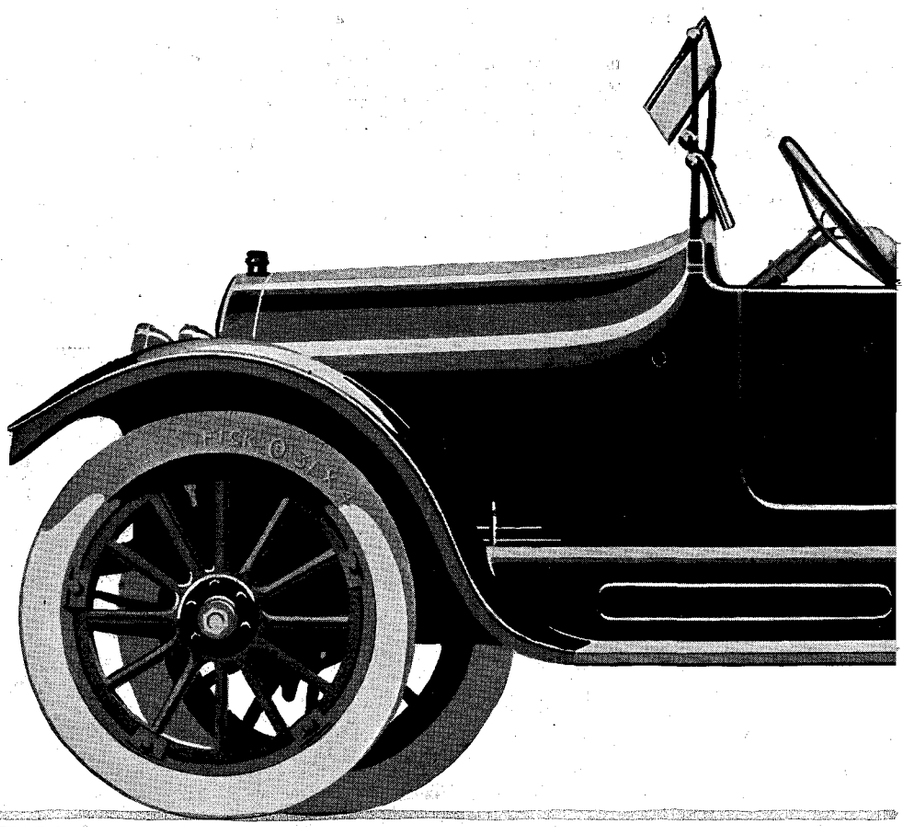
The motor is four-cylinder, long stroke bloc type, having a 3⅛-inch bore and 5-inch stroke. Horsepower is 20-25. It is of the most modern design.

It has high tension magneto ignition. This is the kind used on the most expensive cars.

The electric starting and lighting system is one of the most efficient on the market. It is of the two-unit type.

The large electric headlights have dimmers.

This car is very easy to handle. It responds quickly. Anyone in the family can drive it.



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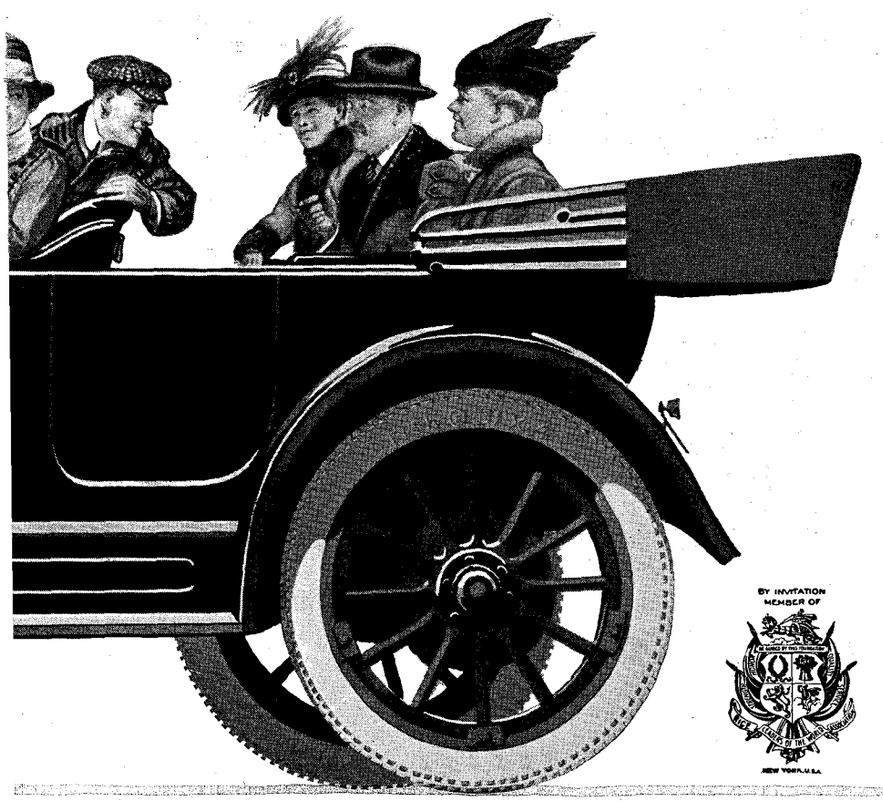
Overland

lel 75 – f.o.b. Toledo

75

: Starter
: Lights
Tires



The electric switches are conveniently located on the steering column. This is the same arrangement used on the highest priced cars.

It has the easy working Overland clutch which any woman can operate. The pedals are adjustable for reach. The steering wheel is large and turns easily.

The brakes are large and powerful.

The rear springs are the famous cantilever type. These are probably the easiest riding and most shock absorbing springs ever designed. With these springs riding comfort is insured.

The seats are roomy and comfortable for the soft cushions are built over deep coiled springs.

It has a mohair one-man top.

In short, there is everything that makes this car up-to-date and comparable with many cars costing considerably more money.

You will be delighted when you see it. And when you ride in it you'll know instantly that this is your ideal of a modern automobile at your idea of a moderate price.

Other Overland models are—Model 83, five-passenger touring car, $750; the famous Overland Six seven-passenger touring car, $1145. All prices being f. o. b. Toledo.

See the Overland dealer in your town.

Specifications of Model 75

Pure streamline body five-passenger touring car
Finished in black, with nickel and polished aluminum fittings
Wheelbase, 104 inches
High-tension magneto ignition
20-25 horsepower motor; cylinders cast en bloc
Electric starting and lighting
Headlight dimmers
Electric switches on steering column
31 x 4 inch tires
Non-skids on rear
Left hand drive; center control
Floating type rear axle
Cantilever springs on rear
Built-in, rain-vision, ventilating type windshield
One-man top
Magnetic speedometer
Electric horn
Full set of tools

Catalogue on request.

The Willys-Overland Company
Toledo, Ohio

Canadian Price, Model 75, $850 f. o. b. Hamilton
The Willys-Overland of Canada, Limited, Hamilton, Ont.

Also Manufacturers of the Famous Willys-Knight Automobile
"Made in U. S. A."

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that applications must be made to the department through the local prefect, who is expected to give an opinion on the case, with details as to the nature of the land on which the tractor is to be worked, the character of the purchaser, etc. Once the request meets with approval and the purchaser's share of the cost has been paid, the subsidy becomes available. It is believed that this scheme, once it goes into operation, will be of far-reaching effect on agriculture in France. For half a dozen years French farmers have been addicted more and more to the use of motors on their lands. No longer does prejudice against them exist. It is believed that the fact of a Government subsidy being available will lead hundreds of farmers to purchase tractors. Other points in the arrangement are set forth in the same paper:

"The subsidy scheme is intimately connected with the Government proposal to monopolize denatured alcohol and encourage its use in motors. A bill now before Parliament provides for denatured alcohol becoming a Government monopoly on January 1, 1917. The Government will pass contracts with distillers for the supply of the necessary supply of pure alcohol, and will fix the price at which denatured alcohol shall be sold retail for periods of five years. This price will be determined by the cost of the pure alcohol, expenses in connection with handling and storing, and delivery to the wholesale dealers. It is not aimed to make any profit on denatured alcohol; indeed, provision is made for any deficit to be obtained from the ordinary liquor taxes.

"It is evident, therefore, that the first use of alcohol in place of gasoline will be for agricultural motors. The minor advantages which attend the use of alcohol in present motors with the usual carbureter settings will be less serious for agricultural motors than for any other type of internal-combustion engine. Starting on alcohol is more difficult than with gasoline, but this is not a matter of any real importance to the farmer.

"Certain detail changes ought to be made in carbureter-settings and also in motor-compressions if best results are to be obtained from alcohol. These changes can be more easily carried out on agricultural machines than on any other class of motors.

"As American manufacturers are now delivering a certain quantity of farm-tractors in France, and have the prospect of delivering still more, they should pay close attention to the fact that alcohol is likely to be the standard fuel within two years. At the present time, gasoline is used, and alcohol can not be obtained if required. But as gasoline costs 52 to 54 cents per gallon, and alcohol may ultimately be obtainable at a third of this price, it is certain that a change will be made at the earliest possible date. The bill now before Parliament is meeting with practically no opposition.

"The announcement of the alcohol reforms and of the subsidy-purchasing scheme gave additional interest to the agricultural motor demonstrations held in the neighborhood of Paris. These trials were privately organized, but received the support of the Government, the Minister of Agriculture being present and the use of soldiers being granted for work in connection with the machines. American manufacturers were represented by five or six machines. There were three or four French machines, all of which had been seen in previous trials, and one Italian make. The preference in France is for a medium or small tractor, capable of being easily handled and turning in a short radius. Land-conditions vary considerably, and in some districts the soil is too heavy for the usually preferred light machines to work successfully, but considerably more business will be done with tractors of less than twenty horse-power than with machines of higher power."

OUR SALES ABROAD DOUBLED

For the year ending June 30 the sales of American automobiles in foreign countries increased in value from $38,000,000 to $74,000,000. Eleven years ago—that is, in 1904—the value of our sales was only $2,000,000. Gains were most pronounced in the second half of the fiscal year—that is, the first half of the present calendar year. Should the exports for the second half of the calendar year equal those of the first half, "which seems probable from present indications," says a writer in *The Wall Street Journal*, the total exports of our automobiles for the calendar year 1915 would reach about $120,000,000. About eighty different foreign countries were represented in the fiscal year's sales. Motor-trucks went most largely to England, France, and Russia, but heavy increases were also made in sales to Greece, Denmark, Sweden, and Servia. Not only in countries within or close to the war-zone were our sales increased, but in Canada, Cuba, Central America, Australia, British South Africa, Hawaii, and Porto Rico. The increases made were in motor-trucks; in passenger-cars there was a slight falling off. Following are details of the year's export trade compared with 1914:

	1915	*1914*
Commercial automobiles	$39,140,682	$1,181,611
Passenger automobiles	21,113,953	25,392,963
Automobile-tires	4,963,270	3,505,267
Automobile-engines	1,405,334	1,391,893
Automobile-parts	7,853,183	6,624,232
Total exp. to foreign countries	$74,476,422	$38,095,966
Total to Alaska	91,381	68,435
Total to Hawaii	1,514,585	1,285,258
Total to Porto Rico	775,879	686,906

Another table shows the number of passenger-cars and trucks sold to different countries in 1915 and their value:

	Commercial Automobiles		*Passenger Automobiles*	
	Number 1915	*Value 1915*	*Number 1915*	*Value 1915*
England	5,306	$14,042,000	8,321	$6,849,000
France	4,990	13,514,000	451	253,000
Russia, Europe	2,251	7,667,000	907	1,528,000
Greece	142	427,000	36	28,000
Canada	306	705,000	4,127	3,723,000
Cent. Am. Rep.	14	29,000	176	131,000
Argentina	3	3,000	626	294,000
India	7	9,000	315	275,000
Russia, Asiatic	596	1,903,000	551	1,478,000
Australia and Tasmania	57	84,000	2,159	1,768,000
New Zealand	20	32,000	938	784,000
Philippine Islands	27	62,000	407	425,000
British So. Africa	15	40,000	695	731,000

MOTOR-BUSES BECOMING PROFITABLE

For the first time since they were put into operation, motor-bus operations on Fifth Avenue, New York, disclose what is called "a comforting and encouraging surplus." For some time after these busses were introduced, many observers of conditions were skeptical as to dividends being available for stockholders, while in other parts of the country motor-buses had been perhaps even more unsuccessful. Other observers, however, believed that, with the congested conditions that prevailed in New York, the busses eventually would be found profitable. The success now demonstrated is credited largely to a close and more intelligent application in New York of methods followed in the operation of motor-buses in London. One of

The Bank Book Proposition

isn't alone one of saving, but of earning power—making more to save. In this a most vital factor is keeping brain and body fit—increasing one's efficiency.

Many on the way to prosperity, bankrupt health and ability by wrong habits of living—among them coffee drinking. For the subtle, cumulative drug, caffeine, in coffee is frequently the unsuspected cause of headache, nervousness, biliousness and many other ailments.

The way to protect one's self against coffee handicaps to health is to quit coffee entirely and use

POSTUM

—the pure food-drink.

Made of wheat and a bit of wholesome molasses, Postum has a delicious flavour much like mild Java coffee, yet is free from drugs and other harmful elements.

There are two forms of Postum: The original **Postum Cereal,** must be boiled; **Instant Postum,** the soluble form—made in the cup by adding hot water. The cost of each is about the same per cup.

You can bank on

POSTUM

"There's a Reason"

—sold by Grocers.

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the striking results of more prudent management and supervision is seen in the statement that the tire-cost has been reduced to a cent and a half a mile, whereas at one time it was nearly five cents. As shown in the balance-sheet, the surplus of the New York Company is now $251,965. Last year there was still a corporate deficit, altho the year's operation decreased the deficit by $181,262. Discussing the report, a writer in *Automobile Topics* says:

"This first appearance of a surplus on the books of the company is the most striking feature apparent on the face of the report. The busses are heavy, they make stops at practically every corner of Fifth Avenue, cross many street-car tracks, and in part run on macadam roads, in part on asphalt. Due credit must be given the company for its remarkable tire-performance. Tire-maintenance during the year cost $61,941.10 for a total of 4,113,625 bus-miles.

"During the year, 14,050,471 passengers were carried at 10 cents each, giving an income from ten-cent fares of $1,405,047.10. Of the total mileage, 43,929 miles were idle, which makes the income per active bus-mile average 34.52 cents. Last year this figure was 38.95 cents. The large number of idle miles is very evidently due in large part to the practise of the company of running empty busses up-town without stopping for passengers in the morning, and down-town in the evening.

"The total revenue from operation was $1,451,508.10, and it must be remembered that the original capital of the company was only $50,000, at which figure the capital stock is carried among the liabilities. It now has $233,156.15 cash in hand, and miscellaneous investments of $383,770.38, part of which consists of Canadian Pacific 6 per cent. bonds, bought last year. The assets total $1,273,669.49, and include, besides the cash and investments, $701,879.55 in motor-buses. That this is not too high a figure is guaranteed by the company's exceedingly liberal policy of writing off 1–36th of the value of each bus each month, as depreciation. On this basis a number of the present 133 busses have been written off the books, and are now held at no value, but are, nevertheless, bringing in their daily quota of fares.

"That the equipment is most scientifically handled no one who has ridden on the busses to any extent can help observing. The drivers have reduced to a fine art the practise of coasting down-hill with motor shut off. This is no doubt due to the offering of prizes for the lowest gasoline-consumption. Recently the company has started to supply gasoline and oil, and even storage-batteries, to busses while they are on their routes along Riverside Drive."

Among interesting items in the report other than those in the balance-sheet are these:

	1915	*Year's Increase or (D) Decrease*
Number of motor-buses	133	8
Number of round trips	326,384	98,784
Number of bus-hours	478,516	125,003
Number of bus-miles	4,113,625	1,194,515
Number of passengers carried	14,050,471	2,774,041
Total amount of fares	$1,405,047.10	$277,404.10
Revenue from livery service	15,086.00	D 7,171.38
Advertising	31,375.00	4,625.00
Total revenue from operation	$1,451,508.10	$274,857.72

SECOND YEAR OF THE LINCOLN HIGHWAY

Austin F. Bement, secretary of the Lincoln Highway Association, has set forth in a paper printed in *Automobile Topics* the satisfactory progress made on the Lincoln Highway during its second year. More than $2,250,000 have already been

"How I Won 100 to Puffed Rice"

Some months ago we asked users of Puffed Rice to tell us how best to win others. One woman answers this way:

> "Invite in the children to Sunday suppers, and serve them Puffed Grains in milk. I did that this summer in my country home, and it won them all. I think I created 100 new users."

That is a sure way. One breakfast of Puffed Rice with cream will win all the children who taste it. Or one supper of Puffed Wheat in milk.

Have One Puffed Grain Day

So we now urge this, for the sake of all concerned: Get one package of one Puffed Grain. Serve it as a breakfast cereal, or mixed with the morning fruit. Salt some grains or douse with melted butter for the children after school. And at night serve in bowls of milk.

Let your folks see these toasted whole-grain bubbles. Let them feel their fragile crispness. Let them taste their flavor—much like toasted nuts. You will find that you've established forever in your home a new kind of food and confection. And these tit-bits will reign at a thousand meals, to everyone's delight.

Puffed Wheat, 12c
Puffed Rice, 15c
Except in Extreme West

CORN PUFFS 15¢

Bear in mind that Puffed Grains, though, are not mere cereal bonbons. They were invented by a great food expert—Prof. A. P. Anderson. And they have solved a problem never solved before.

Every food cell is blasted by steam explosion. So every atom of the whole grain feeds. Every element is made completely available. Ordinary cooking can't do that. It breaks up but part of the granules.

Every mother may well be glad if her children learn to revel in Puffed Grains.

The Quaker Oats Company

Sole Makers

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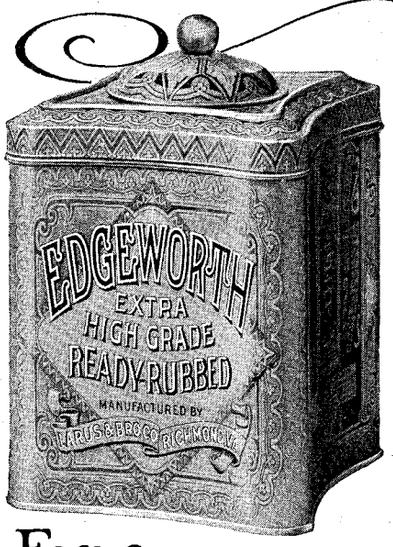
His Present



For a Dollar If he Smokes

A handsome, one-pound humidor of Edgeworth Smoking Tobacco will tickle any man who owns a pipe.

It's a thoughtful, fraternal sort of present, with just the right hint of intimacy to it. Giving Edgeworth Tobacco to a smoker is like giving silk hosiery to a woman—it's sure to be acceptable, certain to be used.

In this package the tobacco will remain in perfect order as long as a bit of moistened sponge or blotter is kept in the humidor top.

For weeks and weeks he will have tobacco handy to hand, for filling his pipe or pocket pouch.

That he will be pleased is beyond all doubt. We know this because every month we advertise that we will send a sample of Edgeworth, free and postpaid, to any smoker who asks for it. We get many requests for such samples—stacks of letters and post cards from all over the country.

The sample is mailed as promised and in almost every case it makes a regular user of Edgeworth.

If you can't get Edgeworth in the one-pound humidor tins (price $1.00) at your retail tobacco store, we will ship direct on receipt of price, all charges prepaid. If you want to make one or more of your friends Christmas gifts of these Edgeworth packages, give your instructions to your dealer, or, if he will not supply you, send us names and addresses of friends with your cards and check to cover your order at $1.00 per package and we will gladly attend to the shipping.

For either the sample or the humidor, address Larus & Bro. Co., 5 South 21st St., Richmond, Virginia.

The retail prices of Edgeworth Ready-Rubbed are 10c for pocket size tin, 50c for large tin and $1.00 for handsome humidor package. Edgeworth Plug Slice is 15c, 25c, 50c and $1.00. Mailed prepaid where no dealer can supply.

To Retail Tobacco Merchants—If your jobber cannot supply Edgeworth, Larus & Bro. Co. will gladly send you a one or two dozen carton, of any size of the Plug Slice or Ready-Rubbed, by prepaid parcel post at same price you would pay jobber.

expended, not to mention greater sums in bond-issues. The second year, in spite of war-conditions, was more notable in results than the first. While nothing spectacular took place, yet the work accomplished in an orderly and efficient way meant more for the success of the road. Following are items in this interesting statement:

"The second year of endeavor has been concentrated upon three main points—the marking of the route, its rapid improvement in hard-surface material, and the dissemination of educational literature and publicity aiming at the molding of public opinion to the idea of expending public funds, in a logical, sane, and efficient way, upon roads leading from some definite point to some other equally definite point, and built of a material which allows of constant use 365 days in the year, regardless of weather-conditions. The effect of this propaganda has been far-reaching, and is reflected in the dozens of organizations which have sprung into being during the past year with the avowed intention of working toward the construction of similar connecting improved roads, either paralleling or connecting with the Lincoln Highway, feeding it.

"To all practical purposes, the Lincoln Highway is now completely marked from New York to San Francisco. There are points where the marking is not as complete as it should be, but this is being rapidly taken care of. Automobile clubs, local good-roads organizations, boards of commerce, and other civic and patriotic organizations have made it a point to complete the marking in their localities. In many places the tourists find the red, white, and blue marker on every successive telegraph-pole for miles, as in sections of Iowa and Nebraska. Again, only one or two to the mile will be found, this particularly in the Far West, where the Lincoln Highway is the only road, and it is practically impossible to 'go wrong.'

"The association's records indicate that over $350,000 have been spent on the Lincoln Highway in Ohio during the past year, and that $610,000 additional has been bonded for by the different counties through which the route passes. Ohio has sixty-six miles of brick-construction on its section of the Lincoln Highway, more than any other State.

"The progress of the work in Indiana, a State which has no State highway authorities, has been notable. Sixty-eight miles of concrete road on the Lincoln Highway are either under construction or have been bonded for at the present time. A concrete section 16 feet wide has already been completed between Morrison and Sterling, Ill., in Whiteside County, with cement contributed by the association. Sentiment for hard-surfaced roads in this State is constantly growing, and has been fostered by the support of Governor Dunne and the State Highway Department.

"The route across Iowa has been prepared for hard-surfacing to an almost uniform width of 30 feet. Eleven thousand barrels of cement have been allotted to this State this year for concrete-construction and will be placed as soon as necessary action has been taken by the legislature to allow of its use. Practically every Lincoln Highway bridge of the State of Iowa is of permanent reenforced-concrete construction, with a minimum width of 20 feet. The thirteen Lincoln Highway counties of the State have spent $250,000 in round figures on the Highway in the past two years, more than half of this sum during 1915.

"Five sections of concrete-construction are now under way in Nebraska on the Lincoln Highway, including the seedling mile just being completed east of Grand Island. A vast amount of grading, leveling, widening, and straightening of the

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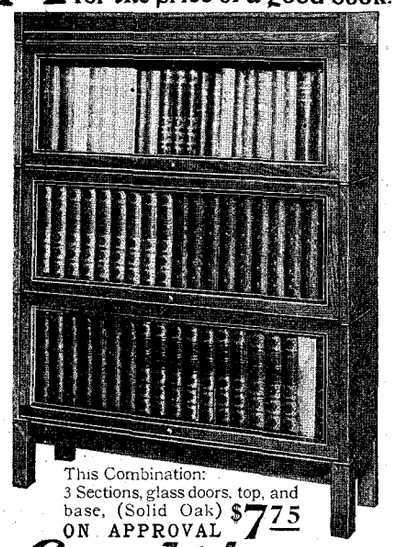

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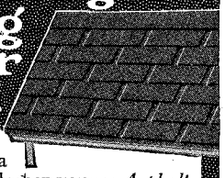

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route has taken place in this State, altho as yet natural roads constitute the majority of the Lincoln Highway's length. The Wyoming section of the highway, while containing no stretches of hard-surfaced road, has received particular attention in the matter of maintenance, and some $200,000 has been spent during the past year.

"The Lincoln Highway from Lake Tahoe on the Nevada-California border to San Francisco is practically in boulevard condition for 100 per cent. of its length. The roads of California and the marvelous scenery of the high Sierras along the Lincoln Highway have drawn thousands of tourists West this season.

"The plans for the continuance of the Lincoln Highway Association's endeavor during the coming year contemplate a further extension of the work which has been done in the past. The actual construction of the Lincoln Highway to the ultimate ideal in the minds of its founders will be an evolution reaching nearer and nearer to its final realization every year.

"It is especially desired to accomplish, during the coming year, a maximum of hard-surfaced construction in Western States where local conditions will not allow of such construction with the funds provided through regular road-improvement sources. It is of the utmost importance to the States of the Pacific Coast, as well as to the great and wealthy commonwealths of the East, that the road across our Middle West be in such condition as to allow the most constant ease of communication between East and West."

MONEY SPENT LAST YEAR FOR GOOD ROADS

Nearly a quarter of a billion dollars—that is, $250,000,000—was spent in this country last year in highway construction and maintenance. These figures were collected at the Public Roads and Rural Engineering Office in Washington. Ten per cent. of the roads in the country are now hard-surfaced. This means 247,490 miles of hard-surfaced road in a total of 200,273,000. Other facts brought out by the report are these:

"One-fifth of the work was done under the State-aid system, the various State Highway Departments paying $24,220,000, and the counties and townships $25,193,000. State-aid laws are in effect in forty-four States, New Jersey having instituted the system in 1891 and Tennessee and Georgia being among the last to adopt it in 1915.

"Thirteen States spent $25,605,000 during the year in the construction and maintenance of State-roads solely at their own expense, making a total of almost $50,000,000 paid directly out of State funds. One-third as much ($12,500,000) was spent for repairs and maintenance as was spent for new construction ($35,500,000). This shows the enormous loss resulting from the building of types of roads whose surfaces are not durable under present traffic conditions. Six Eastern States paid two-thirds as much out of the State Treasury for maintenance as for new construction, as follows, respectively: Rhode Island, $146,800, $28,400; New Jersey, $2,145,000, $1,329,000; Pennsylvania, $1,689,000, $2,700,000; New York, $8,628,000, $12,856,000; Massachusetts, $805,000, $1,610,000; Connecticut, $925,000, $2,587,000; total, $14,338,800, $21,110,400.

"There are now 247,490 miles of hard-surfaced roads in the United States out of a total of 2,273,000 miles of public roads, or 10.9 per cent. Last year 6,805 miles of State roads and State-aid roads were built, making the total of new roads built with such funds to January 1 last 35,477 miles."

How More Daylight Increased Dividends in Factories

In over 3000 plants a glossy white paint, of great reflecting power, saved much money

A FEW years ago factory owners knew little of the effect of daylight on their cost of production.

Now, it is well known that workmen cannot work efficiently in poor light. They strain their eyes. Their work is poor and done more slowly. In a given time they turn out less product. Spoilage is great. Accidents are frequent.

Recognition of facts like these has led to the continually increasing use of Rice's Gloss Mill-White, by the biggest plants of America. Such plants as Ford Motor Co., General Electric Co., Eastman Kodak Co., Pierce-Arrow Motor Car Co., etc. This is a wonderfully glossy white paint, made by a process known only to the owner. It is absolutely different from other white gloss paints, which are all, without exception, made of varnish. Rice's is an Oil Paint—for ceilings and walls. The Electrical Testing Laboratories of New York testify that Rice's Gloss Mill-White, by its remarkable reflective quality, actually increases daylight 19% to 36%, depending upon the conditions.

What these firms say about it is amazing. Some say it increases output; others that it makes workmen more contented. Others like it because it is so sanitary, for it can be washed as clean as a dinner plate. Still others testify that it saves greatly on lighting bills; others that it lowers the accident rate. The testimony of all goes to show conclusively that it vitally helps to increase dividends.

The saving on paint bills is enormous. By the Rice Method, ***Rice's can be used over old cold-water paint,*** and once on it does not need repainting for years. Applied properly, it is guaranteed never to flake or scale. Flaking off of paint, under the jar of machinery, is an everlasting nuisance in most factories, making necessary continual repainting. Factories that use Rice's save this money.

If your plant needs repainting now or soon, try Rice's once. It is so superior to all other white paints that its makers will protect you with a *Guarantee*—a guarantee such as no other paint manufacturer can give. Under this guarantee you cannot lose a penny, but stand to save hundreds of dollars. Write today for the terms of this guarantee and for an interesting book, that every manufacturer should read, called "More Light." Address

U. S. Gutta Percha Paint Co.

29 Dudley Street **Providence, R. I.**

Reg. U. S. Barreled Sunlight Pat. Off.

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"The ANGELUS Player Piano offers the possibility of producing any desired shading in expression, dynamics and color of tone."
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Positively waterproofs shoes, makes them wear longer and they'll shine as good as ever. Easy to apply and two or three thoro applications last a season. Guaranteed for black or tan—light or heavy shoes. If your dealer does not have it, send us his name and 10c and we'll mail a can postpaid.

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At your shoe store, drug, grocery or hardware store.
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CURRENT POETRY

NO one who observes the poetry of the day can fail to notice the change which has come over those verse-writers who get their inspiration from the war. Their poetry has become affirmative instead of negative; they express now patriotism and resolution and patience rather than hatred. Such poems as Lissauer's hate-song and Henry Chappell's "The Day" seem to belong to ancient history.

One of the most striking statements of what may be called the philosophy of the war, from the English point of view, was written, not in England, but in Canada, and appeared recently in the Ottawa *Citizen*. Simple, informal, colloquial, these lines nevertheless have an impressive dignity, because they put so candidly into words the thoughts that are in the minds of so many of the author's fellow countrymen.

COME QUIETLY, ENGLAND!

BY LLOYD ROBERTS

Come, quietly, England, all together, come!
It is time!
We have waited, weighed, and wondered
Who had blundered;
Stared askance at one another
As our brother slew our brother,
And went about our business,
Saying: "It will all be right—some day.
Let the soldiers do the killing—
If they're willing—
Let the sailors do the manning,
Let the cabinets do the planning,
Let the bankers do the paying
And the clergy do the praying.
The Empire is a fixture,
Walled and welded by five oceans,
And a little blood won't move it,
Nor a flood-tide of emotions."
Well, now we know the truth
And the facts of all this fighting;
How 'tis not for England's glory
But for all a wide world's righting;
Not for George nor party power,
Not for conquest nor for dower,
Not for fear of our last hour,
But the lone star of liberty and light.
What the Puritans left England for,
And the Irish their green isle;
What Adolphus pledged his life to,
And Orange took from Spain—
The Spain that Grenville throttled,
And Frankie broke in twain—
What Washington starved and strove for
In the long winter night;
Lincoln wept for, died for—
Do we doubt if he were right?

Ah! it is time, if the soul of these is ours—
Time to put an end to reason
And take the field for right.
They will lead us, never fear it,
They will lead us through the night.
They will steel the soul and sinew
Of the legions of the land;
They will pilot up the dreadnoughts
With the tillers in their hand—
Hawkins and Frobisher and Drake—
And who would fear to follow
When Nelson sets the course?
And who would turn his eyes away
From Wellington's white horse?
Not one, I warrant, now—
Not one at home to-day:
In England? In Scotland?
In the Green Isle cross the way?
No, nor far away to westward
Beyond the leagues of foam—
They are coming, they are coming,
Their feet are turning home.

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In Canada they're singing,
And love lies like a flame
About their hearts this morning
That sea-winds can not tame.
Africa? Australia?
Ay, a million throats proclaim
That their Motherland is Mother still
In something more than name!

It is time! Come, all together, come!
Not to the fife's call, not to the drum;
Right needs you; Truth claims you—
That's a call indeed
One must heed!
Not for the weeping
(God knows there is weeping!);
Not for the horrors
That are blotting out the page;
Not for our comrades
(How many now are sleeping!)
Nor for the pity nor the rage,
But for the sake of simple goodness
And His laws,
We shall sacrifice our all
For The Cause!

Here is another poem, this time by an Irish writer, whose work Mr. T. A. Daly introduced to the American public a few years ago. Miss Letts writes with a simplicity and directness suggestive of A. E. Houston, but her theme is greater than any that ever engaged the attention of the sophisticated Shropshire Lad. It is hard to resist the emotional appeal of these four stanzas, an appeal produced by most economical means. We take the poem from *The Westminster Gazette*.

THE SPIRES OF OXFORD

(*Seen from the train*)

BY W. M. LETTS

I saw the spires of Oxford
As I was passing by.
The gray spires of Oxford
Against a pearl-gray sky.
My heart was with the Oxford men
Who went abroad to die.

The years go fast in Oxford,
The golden years and gay,
The hoary Colleges look down
On careless boys at play.
But when the bugles sounded war
They put their games away.

They left the peaceful river,
The cricket-field, the quad,
The shaven lawns of Oxford
To seek a bloody sod—
They gave their merry youth away
For country and for God.

God rest you, happy gentlemen,
Who laid your good lives down,
Who took the khaki and the gun
Instead of cap and gown.
God bring you to a fairer place
Than even Oxford town.

It is hard to choose among the beautiful lyrics which make up Sara Teasdale's new book, "Rivers to the Sea" (The Macmillan Company), for there is not a line in it that is not poetry. This poet is almost Greek in her sense of verbal autonomy; she can put more significance in a quatrain than most of her contemporaries can put in a sonnet sequence. Here, for instance, are passion and philosophy caught in an epigram.

ALCHEMY

BY SARA TEASDALE

I lift my heart as spring lifts up
A yellow daisy to the rain;
My heart will be a lovely cup
Altho it holds but pain.

Grand Prize Awarded Armco Iron

at Panama-Pacific International Exposition

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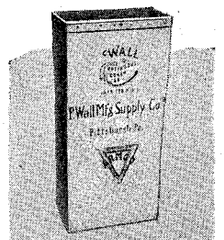
It recognizes the superior excellence and durability of Armco—American Ingot—Iron, the most practical rust-resisting iron made.

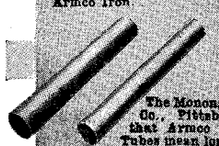
Armco's rust-resistance is due to its great purity, and to the scientific care taken in its manufacture. Armco Iron is the most nearly perfect in respect to evenness, freedom from gases and all other features that form the basis of rust-resistance.

The result is that Armco Iron has unusual workability, superior enameling qualities, and perfect welding properties.

ARMCO IRON Resists Rust

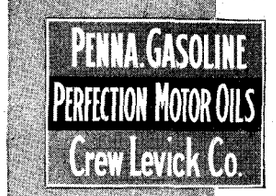


This continuous Corner Ice Can made by the P. Wall Mfg. Supply Co., Pittsburgh, Pa., is of easy-working, rust-resisting Armco Iron.



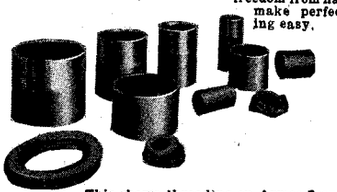
The Monongahela Tube Co., Pittsburgh, finds that Armco Iron Boiler Tubes mean longer life for a boiler.

The trade mark ARMCO carries the assurance that iron bearing that mark is manufactured by The American Rolling Mill Company, with the skill, intelligence and fidelity associated with its products, and hence can be depended upon to possess in the highest degree the merit claimed for it.

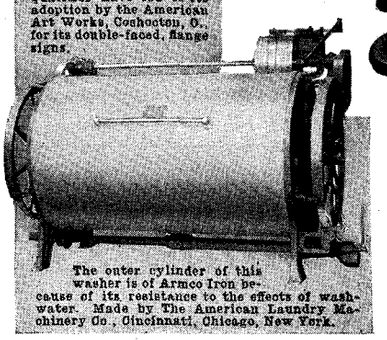


Armco Iron's rust-resisting and paint-preserving qualities have led to its adoption by the American Art Works, Coshocton, O., for its double-faced, flange signs.

The Indestructible Sign Co., Columbus, O., uses Armco Iron because of its durability and because its evenness and freedom from hard spots make perfect drilling easy.



This shows threading on Armco Iron Tubes and results of a crushing test of the strength of a lap weld. Armco Iron gives 100 per cent. welds.



The outer cylinder of this washer is of Armco Iron because of its resistance to the effects of wash-water. Made by The American Laundry Machinery Co., Cincinnati, Chicago, New York.

Here are just a few of the products that are better for being made of Armco Iron. Whether you use, sell or make sheet metal products you should know the whole story of Armco Iron. Armco Iron reduces labor expense and factory losses. It helps overcome selling resistance.

Send the coupon for information on the product or use that interests you.

THE AMERICAN ROLLING MILL COMPANY
Licensed Manufacturers under Patents granted to The International Metal Products Company
Box 709, Middletown, Ohio
BRANCH OFFICES: Chicago, Pittsburgh, Detroit, New York, St. Louis, Cincinnati, Cleveland and San Francisco

The American Rolling Mill Company
Box 709, Middletown, Ohio

Please send me data and information on Armco Iron for

.....

Name.....

Street.....

City..... State.....

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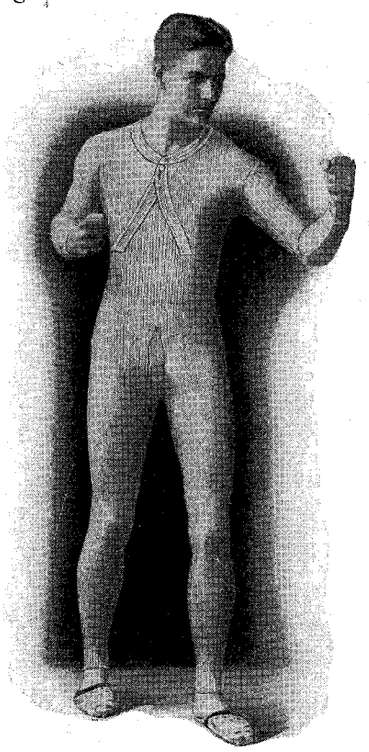
Ten Locks on One Door

would be considered unnecessary. Why fumble with ten buttons on a union suit when the single master button on the

Hatch ONE-Button UNION SUIT

completely and comfortably fastens the garment?



The **Hatch One-Button Union Suit** saves time in dressing and undressing, fits better and ends forever the annoyance of mending broken buttons and button-holes. If its one button should wear off its staunch fastening, there is an extra button-hole into which can be slipped an ordinary collar button.

The **Hatch One-Button Union Suit** is made for every member of the family in a wide variety of cotton and wool fabrics to suit every temperature and every purse. An illustrated booklet describing the complete line will be sent upon application to our mill in Albany.

Prices:

Men's Suits—$1.00, $1.25, $1.50, $1.75, $2.00, $2.50.
Boys' " —50 cents, $1.00, $1.25.
Ladies' " —$1.00, $1.25, $2.00.
Misses' " —Age 2, 75 cents plus 10 cents each even year to age 16.
Sleeping Garments —Ages 2, 3, 4 and 5, 50 cents.
Sleeping Garments —Ages 6, 7, 8, 9 and 10, 75 cents.

This garment is featured at the best stores, but if you cannot get it easily and quickly, send your size with remittance to our mill at Albany and you will be supplied direct, delivery free.

ONE BUTTON Hatch UNION SUIT
PATENTED JUNE 15, 1914

Fuld & Hatch Knitting Company
Manufacturers
Albany, New York
Barnes Knitting Corporation, 303 Fifth Ave., N. Y.
Sole Distributor

For I shall learn from flower and leaf
That color every drop they hold,
To change the lifeless wine of grief
To living gold.

And here we see the subjective poet satirically, yet sympathetically, portrayed. Austin Dobson might be proud of these stanzas, of whom they are, indeed, reminiscent.

PIERROT'S SONG

By Sara Teasdale

Lady, light in the east hangs low,
Draw your veils of dream apart,
Under the casement stands Pierrot
Making a song to ease his heart.
(Yet do not break the song too soon—
I love to sing in the paling moon.)

The petals are falling, heavy with dew,
The stars have fainted out of the sky.
Come to me, come, or else I too,
Faint with the weight of love will die.
(She comes—alas, I hoped to make
Another stanza for her sake!)

Here is a vivid spring picture, full of gaiety and color. The vivacity of the rhythm harmonizes admirably with the thought exprest.

MAY-DAY

By Sara Teasdale

The shining line of motors,
The swaying motor-bus,
The prancing, dancing horses
Are passing by for us.

The sunlight on the steeple,
The toys we stop to see,
The smiling passing people
Are all for you and me.

"I love you and I love you!"
"And, oh, I love you too!"
"All of the flower-girl's lilies
Were only grown for you!"

Fifth Avenue and April
And love and lack of care—
The world is mad with music
Too beautiful to hear.

And here is one of the pleasantest poems of childhood that has been printed for many a day. It is sincere, it is convincing, it is appealing. No one can doubt that the poet had a real little girl in mind when she wrote.

TO ROSE

By Sara Teasdale

Rose, when I remember you,
Little lady, scarcely two,
I am suddenly aware
Of the angels in the air.
All your softly gracious ways
Make an island in my days
Where my thoughts fly back to be
Sheltered from too strong a sea,
All your luminous delight
Shines before me in the night
When I grope for sleep and find
Only shadows in my mind.

Rose, when I remember you,
White and glowing, pink and new,
With so swift a sense of fun
Altho life has just begun;
With so sure a pride of place
In your very infant face,
I should like to make a prayer
To the angels in the air:
"If an angel ever brings
Me a baby in his wings,
Please be certain that it grows
Very, very much like Rose."

PERSONAL GLIMPSES

BRAND WHITLOCK, AMERICAN

THEY used to call him "The Golden-Rule Mayor" in Toledo, where he ranked as a fit successor of the celebrated "Golden-Rule Jones." And now this American, of whom all of us are justly proud, comes home from a strenuous term of applying the Golden Rule to Belgium and to Germany in Belgium, heralded by a reputation that any other man in Europe might envy. Capt. J. F. Lucey, who was one of the prime movers in organizing relief in Belgium at a time when speed meant life to thousands doomed to starvation, declares that the Belgians have for Brand Whitlock a reverence and affection "as great as that which they entertain for their heroic King." They regard our Minister's leaving, he says, as a great misfortune to themselves, and he will go "only over the protest of every loyal Belgian man, woman, and child in the conquered territory, to whom he has become the great American friend who, in the most perilous hours of the country's history, has never failed them."

As is generally known, when the Germans swept through Belgium, Mr. Whitlock's technical duty was to retire to Havre, along with the Belgian Government. It would have been comfortable there, and a pleasant place in which to conduct the slight amount of routine business that the war-situation might permit to come his way. Mr. Whitlock, however, exceeded his duty, and remained, under German sufferance, where he was. His work for Belgium has worn him out, and he comes home seeking rest. "We will do well," says the Chicago *Post*, "to honor a man who has honored the name 'American.'" But his work was not all for the Belgians alone, as we are informed by Captain Lucey, in an interview reported in the New York *Times:*

What Whitlock tried to do for poor Miss Cavell is only what he did at the beginning of the war for the Germans themselves. I know what I am telling you is true when I say that at the beginning of the invasion of Belgium and prior to the occupation of Brussels many Germans owed their lives to the courage and tactfulness of Brand Whitlock, coupled with the influence that he had with the Belgian people. But for his intervention many Germans would have lost their lives. Some of them he saved by giving them refuge in the American Legation.

If Whitlock is to leave Belgium, it will be a great misfortune to all concerned, Germans in Belgium as well as the Belgians themselves. It might even be disastrous, at least very embarrassing, to the German Army itself, as Whitlock's influence with the Belgians is so great that he more than any other living man is able to keep them out of trouble. On more than one occasion it has been the advice and influence of the American Minister that have

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With this full sized $995 Republic Truck at

Figure What a Saving You Could Make on Your Haulage Costs

THE Republic ¾-ton illustrated below has *proved* its economy scores of times. Its low first cost, low cost of maintenance and Republic durability have solved the haulage problem for every form of light duty.

Republic Motor Trucks
Internal Gear Drive

delivers the maximum of power to the wheels—lessens the unsprung weight—and makes a great saving in tire and fuel expense. *A remarkable overload* capacity is afforded.

The truck is furnished at $995, Alma, *flareboard express body included* (exclusive of top or cab).

There is a Republic for every purpose, every duty—Model F, ¾-ton, $995—Model E, 1-ton, $1275—Model A, 2-ton, $1575—Model T, 3-ton, $2350, "the new dreadnaught of truckdom."

Read These Specifications

Motor—Continental—long stroke—3½x5. Bosch high-tension magneto. Stromberg carburetor.

Clutch and Transmission—Ten-face dry disk. Selective sliding gears—3 forward and 1 reverse. Heat-treated nickel-alloy steel gears.

Axles—Front—drop-forged I-beam. Rear—internal gear. Nickel-steel gears. Entire load carried on I-beam. Power transmitted through live shafts and internal gears bolted on road wheels.

Springs—Front—28x2¼ inches, 7 leaves. Rear—52x2¼ inches, 11 leaves.

Tires—Firestone—35x3 front, 35x3½ rear; or pneumatic tire equipment, 34x4½ front, 35x5 rear, plain tread Goodrich, no extra charge.

Steering Gear—Left side. Center control.

Frame—182 inches long and 4½ inches deep at center. Pressed steel channel section. Distance back of driver, 98 inches.

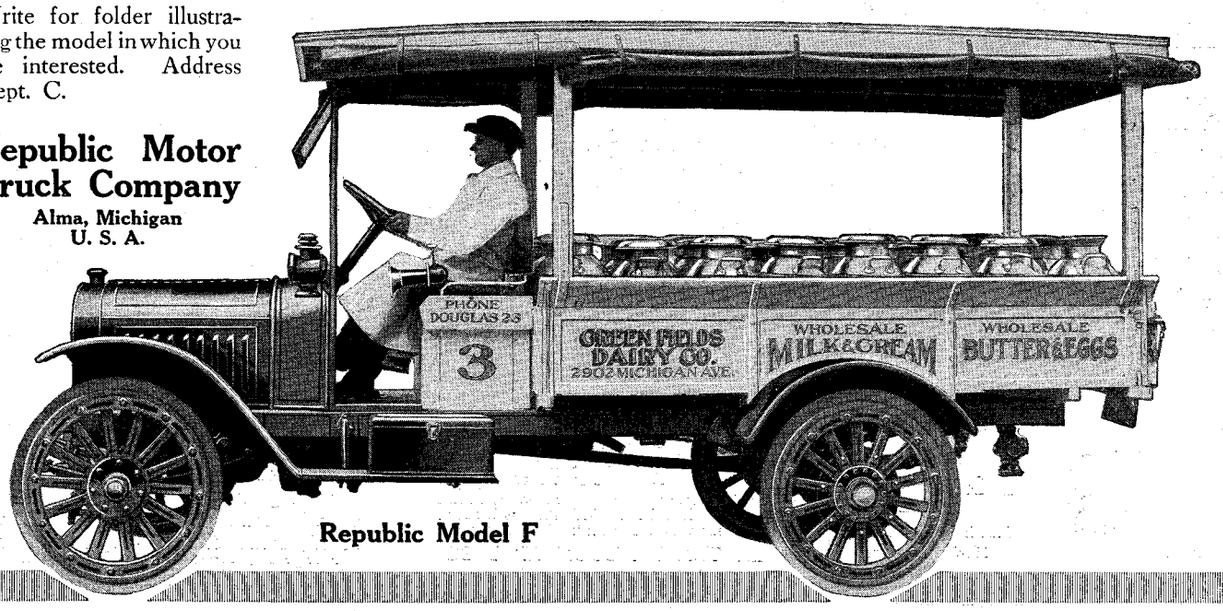
Wheelbase—124 inches.

Equipment—Oil lamps side and rear, horn, tool kit, tool box, flareboard express body 9 feet by 44 inches.

Electrical Equipment—Westinghouse igniting, starting, lighting, generating, $125 extra.

Write for folder illustrating the model in which you are interested. Address Dept. C.

Republic Motor Truck Company
Alma, Michigan
U. S. A.



Republic Model F

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Ice — Fire

One Minute — The Next

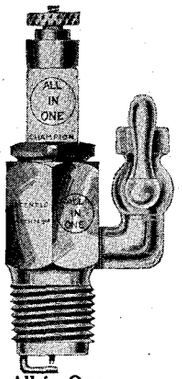
These are the extremes which a spark plug must stand in winter. But you never give a thought to these things because your motor is equipped with Champions.

4 out of 5 American made gasoline motors are equipped with Champions. The men who build the big sellers—**Fords, Overlands, Studebakers, Maxwells,** and 85 others—specify

Champion — **Dependable Spark Plugs**

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

Our tremendous output—doubled this year as compared with last—enables us to go to extremes of engineering which lesser production would not warrant.



All-in-One Champion $1.25

These extremes give you that dependable aid to ignition which Champions alone provide.

There is a Champion especially designed and constructed to meet the exact conditions imposed by your motor. Your dealer will tell you which one it is and supply your wants.

Be sure the name Champion is on the porcelain.

Champion Priming Plugs Make Winter Starting Easy

It is not enough simply to enrich your mixture with the dash adjustment, or even merely to prime your cylinders, if the day is really cold.

Prime your plugs.

Then you have your rich mixture *right at the ignition point*—right where your *first* spark can fire it.

All-in-One Champion is the pet-cock type.

It is made in various sizes to serve efficiently the various styles and types of motors.

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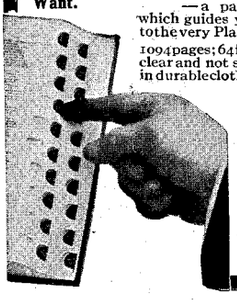

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prevented deplorable conflicts and avoided additional bloodshed in that unhappy country.

As you know, I am pledged, because of my connection with the work of the Commission for Relief in Belgium, not to discuss the war or the conditions in Belgium other than as they apply to relief-activities, and it certainly is not my intention to say anything that would reflect upon any one, German or Belgian, in Belgium. However, I believe that the American people have the right to know something about the ideals and character of the splendid man who is their representative at Brussels, and who is taking such an important part in this great European struggle so far as it concerns the country to which he is accredited.

Until I went to Belgium, at the request of Ambassador Page, to undertake the organization of the Belgian relief-work, I had never met Whitlock. I had pictured in my mind the kind of man he was. I conceived that a man who could be elected Mayor of a Middle-Western town like Toledo must be of considerable strength, physically and otherwise.

Then I met him. He had all the courage, all the determination, the bigness of heart, and the unaffected charm that I had pictured him as having, but otherwise he was the very opposite of the type I had conceived. Whitlock must be nearing forty-five years of age, altho he could easily pass for thirty-five. He is fairly tall, slenderly built, and is a man of great culture and refinement, all of which is indicated by the fact that one of the main reasons of his acceptance of the Belgian post was to take advantage of the opportunity to write.

So many stories do they tell about Mr. Whitlock in the Belgian "No-Man's-Land," that he is rapidly becoming something like a legendary character. Captain Lucey recounts one or two incidents that came under his own observation of the way in which our Minister conducted the many bits of delicate and dangerous business that were continually coming to his attention:

For instance, I remember that last New-year's day it was the exprest wish of the leading citizens of Brussels that every Belgian in that city should make it a point to call at the American Legation some time during that day and pay his respects to the American Minister. In some way or other Whitlock found out what was in the air and he immediately realized that what was intended to be a graceful compliment might turn out to be a very unwise thing. So he decided to do what he could to prevent it.

Whitlock sought the leading citizens and pointed out to them that what was intended would surely congest the streets, that the gathering might be misunderstood, and might even result in riot and bloodshed. He made a special request that the people be dissuaded from showing their respect to the American flag and to himself in the manner proposed.

Whitlock's wishes in the matter were hurriedly made known, but notwithstanding this more than 3,000 Belgians called at the legation and left their cards. Some of the names were written on pasteboard, some on note-paper, and others included the calling-cards of Belgian nobles.

It was my special privilege to open up

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the transportation, for relief-purposes, from Holland into Belgium. I established my headquarters in Brussels as the central point from which to perfect the distributing arrangements from the provinces and communes to the homes of the needy. This was a big job, and to aid me I had about thirty young Americans, all Rhodes scholars from Oxford. These young fellows were of the right sort, and were willing to go up against even the firing-line. But they needed advice and encouragement, and so I called them all together and got Mr. Whitlock to talk to them. When the meeting ended those boys were ready to attempt the impossible. As a matter of fact, that is about what they did. And they accomplished almost impossible things.

When it is necessary to display courage Whitlock will never be found wanting. Take, for instance, his refusal to leave the American Legation when the invading Germans neared Brussels. That Brussels was saved is, in the opinion of all Belgians and also people of other nationalities, due to the great influence of Whitlock with the Belgian authorities. It was the intention of the authorities of Brussels to resist the Germans, and it was Whitlock who went to Burgomaster Max and pointed out the folly of such resistance. He finally persuaded the authorities that it would be senseless.

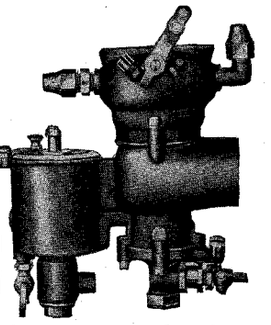
Corroboration of the firm belief that Mr. Whitlock saved Brussels from Louvain's fate appears in the fact that he was personally thanked for his offices in this regard by the King himself. We read on:

At a general meeting of representatives of every province in Belgium, when we were discussing the *pro rata* and final method of distribution of food-supplies, it was deemed necessary by the commission's representative to have Whitlock present as a restraining influence upon the convention. There were great differences of opinion among the various political parties in Belgium as to how the work should be carried out. This seems trivial to the normal mind, but the Belgian people were not normal at that time. It was anticipated that there would be considerable confusion at this meeting. You will understand that it was absolutely necessary that the Americans should have the cooperation of all Belgian factions, otherwise how could fifty men distribute food to 7,500,000? There had been considerable discussion before the arrival of the American Minister. Every point was debated at great length.

Upon the entrance of the Minister every man stood while the chairman read an address of welcome to him and of thanks to the American people for their generosity. It was expected that Mr. Whitlock would make some rather extensive remarks. Instead of that he made just a few simple statements, saying he had come there simply to observe the meeting and to take his place alongside of the chairman and listen to the reading of his program, which he knew had been carefully worked out and had the sanction and approval of the American commission. The result was wonderful. There was not a speech made thereafter, and there was not a dissenting voice to the program which we had submitted.

One of Whitlock's great worries is the insistence of American tourists, who do not

Easy Starting



HOW to obtain easy starting with a cold motor and when using a heavy gasoline has long been a serious question with carburetor manufacturers and designers.

Hard starting in so far as carburetion is concerned is due to the difficulty in properly vaporizing the heavy gasoline which is now prevalent on the market. The colder the motor the greater is the difficulty encountered.

To overcome this trouble—to obtain easy starting under adverse conditions—requires a carburetor designed to give an increased flow of gasoline, sufficient to compensate for the losses incurred through the use of gasoline that does not vaporize readily.

And maximum starting efficiency will *only* result where this increased gasoline flow is also thoroughly atomized.

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With the Stewart you can get a mixture in the right proportion for easy starting even at the lowest speeds.

And the mixture will reach the firing chamber thoroughly atomized and in a most powerful explosive state.

In short, the Stewart Carburetor correctly installed and properly operated will overcome the starting difficulties due to adverse weather conditions and heavy gasoline.

If you are encountering any starting difficulties due to poor carburetion,

—if you are experiencing *any* carburetor trouble whatever, we would suggest that you send for our new carburetor catalog—it illustrates and explains the superior Stewart features in a manner you can understand.

A request for Catalog A-3 will bring a copy to your address.

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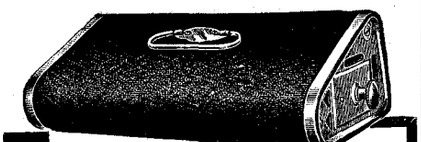

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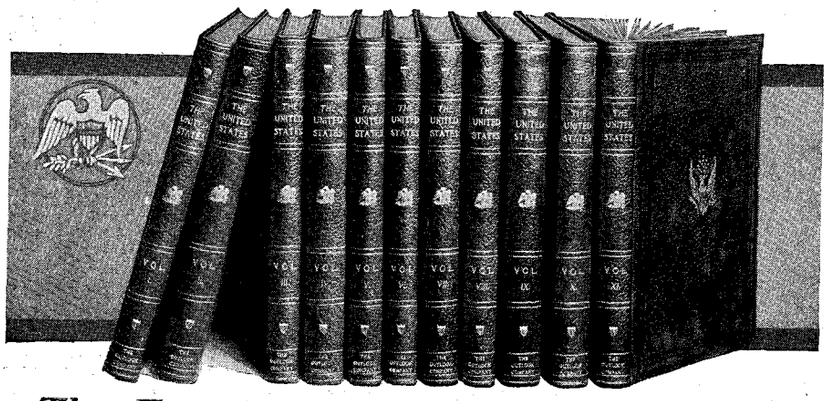

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The United States

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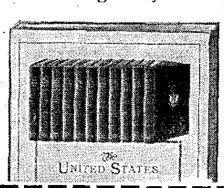

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find it very difficult to get into Brussels, but who, once they are there, find it a very difficult matter to get out again. Immediately, they become a care upon the legation.

Whitlock is extremely exacting as to the conduct of the Americans in Belgium. He compels every representative to sign a statement to the effect that he will not write or communicate in any way with any one regarding the conditions in Belgium. This order is carried out so strictly that members of the commission do not discuss the war even among themselves. As Whitlock expresses it, "*you must for* the time put aside the war and devote your time to humanity."

COURTESY IN JAPAN

IT is not so difficult for one person to be polite, nor even for a group of people to assume an air of kindly hospitality; but it is hard for a crowd to attain it, and still harder for a whole village or city. What, we wonder, would be the result if Mayor Thompson, of Chicago, were to announce through the morning paper that a party of Japanese tourists had arrived in the city and must be shown every courtesy; that no one should stare at them unduly, or display any form of ridicule, or do anything to embarrass the visitors in the slightest way? Would the announcement cause less staring—or more? Yet, with conditions reversed, and Americans touring the towns and country of Japan, such courtesy is not thought to be a strange thing to expect. By some wonderful common sympathy a Japanese community is able to act as one person, and thus it is that a traveler may find not only a few of the more intelligent individuals whom he may chance to meet, but a whole city, being polite to him. Such is the experience of one Rev. Walter Weston, whose adventures are briefly reviewed in the Rochester *Post Express:*

A policeman detailed to accompany and be of service to him in his mountain-climbings was embodied courtesy. When the traveler's hammock-rope gave way and he landed heavily on the stomach of the little man who slumbered peacefully on the bare floor beneath, that gentle official did not see red in a sudden uprush of wrath, as an Anglo-Saxon would, but exprest his sorrow to have been in the honorable stranger's way.

Mr. Weston discovered later that the governor of a province visited had a public notice posted enjoining citizens not to criticize by word or gesture the language, action, or attire of foreigners. They are sensitive, as the poster explained, regarding cruelty to animals, hence special care should be taken not to hurt their feelings. The stranger ladies will not remove their hats even in public places, hence must not be expected to. Man and wife being accustomed to walk the streets hand in hand, that peculiarity must not be noticed. When the foreigner looks at his watch the natives were told to take it as a delicate intimation that it was time for them to leave; and they were also advised that they

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would make a mistake by supposing that foreigners would habitually respond with alacrity to applications for loans.

Travel in such a land, especially in cherry-blossom time, must be an idyllic experience. Much has been heard of late of Japan's designs on China. No doubt the Nippon statesmen desire a sphere of influence there. Unquestionably they want their share of Chinese trade and the privilege of contributing what they can to the development and prosperity of their great Mongolian neighbor. They have immensely bettered the condition of the masses in Korea, and if they can do as much for China it is not easy to see why they would not thus be doing a signal service for mankind.

Certainly explorers like the Rev. Mr. Weston who have visited the remoter provinces of China, living exclusively on boiled eggs for fear of being poisoned, and have succeeded in getting out with their weasands unslit, would look with favor upon a Japanizing of the Celestial Kingdom in essential respects.

BEHIND THE OPEN DOOR

THE trouble with American people is that they are too slow. Tho such a claim strikes at the very roots of our fondest pride, it is nevertheless stoutly asserted by one of our neighbors above mentioned and backed up by evidence. We challenge the world to equal our speed in running around in little circles within the limits of our own country, and, indeed, it is not this ability which Mr. Chow Tzu Chi questions. It is in our appreciation of our opportunities in the Far East that he finds us slow to entertain. Here stands the "open door," and behind that door is a nation beckoning us to enter; yet we linger and delay, and let the opportunity pass. China needs us, declares this astute Minister of Agriculture and Commerce for all China. If we do not come, others will; and Mr. Chow prefers Americans, and has been trying for twenty years to get them, a period during which he served as Chinese Consul successively in New York, San Francisco, and Cuba, and also for several years was attaché to the Legation in Washington.

Industry must be developed in China. In this work the Chinese students sent abroad are helping, but, while they know the secrets of Western civilization, they do not know their China, and it is therefore difficult to secure cooperation between them and the old-time Chinese. Some of the present American influences working with American capital to develop China are treated interestingly in *The World Outlook*, by Mr. Willard Price, who interviews Mr. Chow:

"Do you employ any American experts to help in your department?"

"Yes, Mr. Roy Anderson is advising our department as Assistant Director of the Bureau for Promoting Industry. Mr. Willoughby helps us in legislative matters. An American was appointed by

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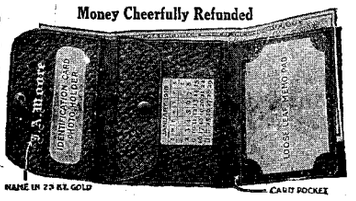

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"I understand," said the interviewer, "that the vice-president of the Standard Oil Company is here in Peking now negotiating with you for a plan of partnership between the Chinese Government and the Standard Oil Company."

"Yes," smiled Mr. Chow. "Vice-President Bemis has been here for some time. The negotiations are still going on, but I am becoming a little pessimistic as to the outcome. We shall not drive the Standard Oil Company away. We shall consent to any fair arrangement, but we can not be bluffed into an agreement that will be unfair to China."

Mr. Chow spoke firmly tho kindly. And, by the way, it was not many weeks later that the oil representative packed his grips and returned to America without having concluded the agreement he had come to make.

"What do you think of the plans of the Rockefeller Foundation to establish medical work in China?"

"Very good. China is in sore need of modern medical practise. The Foundation will be doing a great service."

"Do you think that the engineering project of the American Red Cross to prevent famines along the Hwai River will succeed?"

"Yes, in time. The movement is halted now for lack of funds. The war has made it impossible to find the money. The best thing Americans can do in China is to establish an industrial bank here by means of which such enterprises can be handled."

Chow Tzu Chi has spent incalculable effort and toil upon the development of China's material future, and has accomplished incredible things, yet he is too modest to claim credit for it all. In answer to a question as to what has been accomplished by his own department he remarks:

"Well, as I said, we are just beginning. We are giving lectures on agriculture, studying the prevention and extermination of destructive insects, improving seeds, instituting a fish-breeding campaign, improving the silk industry, establishing poultry-yards, establishing forestry schools, providing banking facilities for the farmers, sending picked men for the study of practical industry abroad. . . . . ."

There was a lot more to it, but the interviewer's memory gave out at this point.

"It would be easy," continued Mr. Chow, "if we were dealing with a progressive people, but the Chinese are not progressive. For instance, the farmers are deathly suspicious of the white powder which we offer them as fertilizer. They think we are trying to kill their crops. So we have to establish hundreds of small experiment farms in between the native farms to show what that white powder will accomplish. But when the minds of our people are opened, China will enter upon a great industrial career."

China is devoting seven-tenths of her income to her Army, but she is far from prepared in that respect. However, all must come slowly when the immense size of the country is considered, and the rather lethargic nature of its people. Chow Tzu Chi is certain that the future is bright, as he says:

"Very bright. Of course, the Chinese people dislike new things. We have to give them the new in an old dress. New inside, old outside. That is why quite a number of the officials of the old régime are being brought back into the Government. The President is converting them, and they are doing new things. In this manner we keep a coherence with the past, and the modern progress has an old Chinese flavor that makes it acceptable to the people."

HOW THE PROPHETS SAVED GALVESTON

ALL Galveston is divided into two parts: that which believes this year's storm was greater than the one in 1900, and that which affirms the reverse. The property-loss fifteen years ago was about $17,000,000, but it is the opinion of one writer who has recently been over the ground for himself that "it is extremely doubtful if any man capable of performing the service would undertake to repair the present actual damage of the city for $20,000,000." Doubtless the great sea-wall did much to protect the city, but along that very wall, to a depth averaging from one to three blocks, a section of the city has been battered and crusht into match-wood and débris. Heavy concrete- and brick-pavements were torn up much as a vandal finger might rip through loose wall-paper. Where this happened the on-coming waves swept out the sand underneath, and with it the foundation of every building on both sides of the street.

But in spite of all this destruction the loss of life was remarkably small, and for this fact Galveston has to thank her prophets, who doubtless do not fail of honor in their own country just at present. For it was through the alarm sent out by the prophets of the United States Weather Bureau, W. P. Stewart, chief, and his assistants I. R. Tannehill and J. W. Gieger, that the people were aroused to take immediate, and in many cases heroic, means to safeguard the lives of their fellow citizens. In the New York *Globe* the correspondent above quoted tells the story of their deeds:

For days the hurricane had been kept track of by the Government from the time it left Dominica until it reached a position threateningly near the Texas coast. On Sunday morning warnings were sent out. By Sunday night the hurricane-signals were sent up and the observers began working to warn all the coast of Texas.

Up in their office at the top of the city, where the gods of the storm shrieked defiance at the ingenuity of man and threatened to tear the building to pieces and scatter it to the four winds of heaven,

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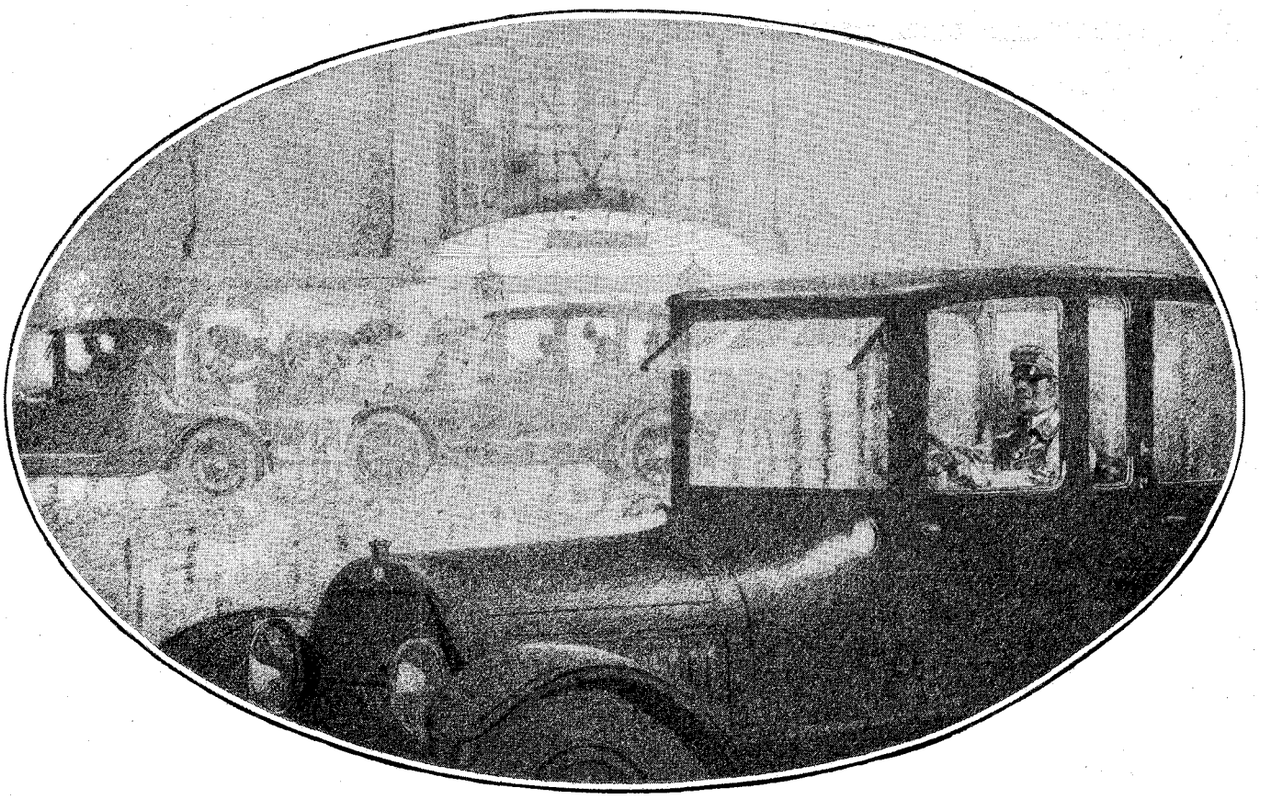

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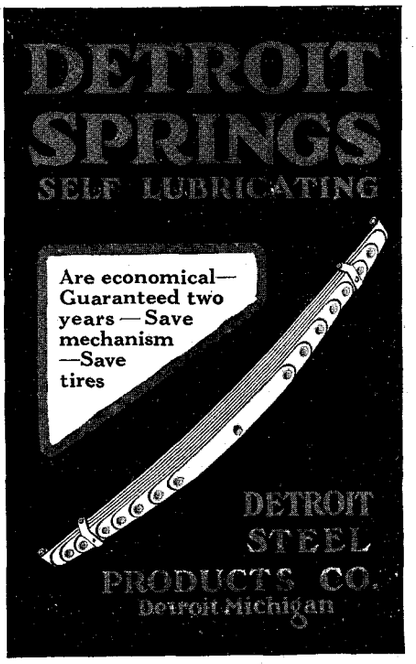

these three men labored fifty-six hours without sleep and with only the little food that some one thought to bring them from time to time. So great was the strain that they did not think how long they had been there, and when the storm passed they collapsed from fatigue. Had it not been for the insistent warning of these men and the heroic efforts of the strong men of the city under these warnings, the calamity of 1900 would have been repeated despite the sea-wall.

Just when the mighty seas had broken into the doors of the city and found the tenement empty and themselves despoiled of victory, another mighty cry went up. Far up at the top of the town the little needle of the anemometer was writing another message. The wind was increasing from the northeast. It came on with a scream of rage and blew at a velocity ranging from 60 to 120 miles for six hours. As soon as the little needle began to write its message of warning, the warning was sent to the people on the bay side of the city, and none too soon. As it was, many waded in water to their necks, seeking safety in the great buildings in the heart of the city, and some lost their lives in the effort.

From this source came the greatest damage to the city. At the signal given by the whistling of the winds the pent-up hordes of waves came rushing from the bay and, striking the unprotected bay front, demolished the light structures of the residence section and filled the downtown district with water to an average depth of five feet. That part of the residence city that fronted on the bay was composed chiefly of homes of the working-class of people. Several blocks in width and reaching the business district to the western limits of Galveston were swept away as a carefully wielded broom would remove the fallen leaves from a sidewalk.

Farther in toward the heavier and more substantial homes is a jagged line of wrecked houses that finally built into a breakwater that held the waves from crossing the island until the wind changed its course to the southeast, and in a measure relieved the pressure and saved the residence part of the town from annihilation.

But after all, the writer agrees, the most remarkable thing about the present aspect of Galveston is the spirit the inhabitants are revealing in the effort to rebuild the shattered parts of the city and conduct "business as usual." He gives us a concrete example of it:

I saw an old man standing looking at a broken sewing-machine, a few cooking-utensils, an old iron bed, and other scraps and fragments of household goods.

"This is what is left of my home," he said.

He gave the street and number of the place, but there was nothing in blocks of the place to indicate anything like a street-line, or that the land had ever been plotted.

This old man answered a question that has been asked many times since the storm, when people have asked if Galveston would be rebuilt. He looked at the ruin for a few moments and then said:

"Yes, that's my home. I spent all I had building that cottage, and just as soon as the ground dries and I can get money to do it I shall build another in the same place."

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That is the spirit of Galveston. Men who go down to the sea in ships constantly throw dice with fate. Galveston is a seafaring town and her people are thoroughly imbued with the spirit. Every broken piece of the pavement along the sea-wall will be replaced, children will again play upon the great concrete seats that the angry waters hurled across the bay in their fury. Thousands will bathe in the surf, and great ships will continue to come and go.

OUR NINETEEN-SIDED CITIZEN

FRANKLIN was called "many-sided" and was acclaimed a diplomat, scientist, philosopher, and editor of the first rank; but, while he is not by any means cast into obscurity, his brilliant record is cast somewhat in the shade by one of our own fellow citizens of to-day. We have among us the Great American, and more than once he has been without the honor that is his due. There are other great men in this country, and perhaps greater men, but none is so definitely the Great American. If there is one thing that is characteristic of this nation it is the appreciation of those who have "done something," and this man has probably done more things and done them harder than any one else in the whole United States. Out in Utah they look at him as a man who "combines within himself qualities and attainments which actually are not combined in the entire population of any city in the United States"—that is the expansive Western opinion of his genius. Lest we be tempted to scoff unduly—that is, those of us who can not bring ourselves to hold so high an opinion of our youngest living ex-President—let us consider a list of what he has really been or at present is. The editor of the Ogden *Standard* enumerates nineteen Roosevelts that go to form the composite "T. R." These we find to be:

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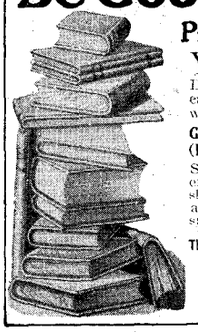

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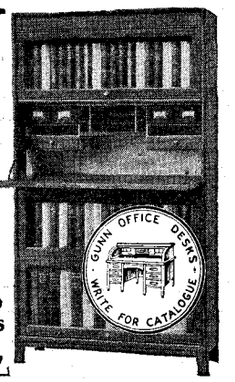

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JOHNNY POE'S LAST SCORE

WAR is no respecter of persons, as it proved when it took Johnny Poe, football-player and adventurer, with a "charmed life" that was not proof against machine slaughter. Many years this little man of the free spirit had spent on the borders of civilization, where comforts are few and risks many, but always, as in the old days on the football-field, when the scrimmage was over "little Johnny Poe" would come up smiling, none the worse and usually considerably to the good. The call to arms in Europe quite naturally found him eager to go to the front, and not a month had passed before he was on his way to England to enlist. But this was a different sort of adventure from any of the others. Personal prowess and daring did not figure greatly here. At best, you were one of a mob in a bayonet-charge; at worst, you sat in a trench and let the artillery fight it out, risking casualties ingloriously. Here Poe made his last score.

Poe was always a name to conjure with in Princeton, during that long period of twenty years, from Johnson Poe's first appearance to the last game of "little Arthur." There were six of them, brothers, of whom John Prentiss Poe was the third in line and in many ways, as a football-player, the most illustrious. While not all the brothers were stars of the first magnitude, yet Princeton's rivals came soon to know and fear the name. As one Princetonian, McCready Sykes, wrote:

Ye Menne hath mustered to ye Fyghte
Ye worlde is there to see;
& alle ye People glad recalle
Ye Antiente Prophesye—

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Yt "East" may turne againe to dust;
"Old Northe" may tumble lowe,
But whyle Grasse growes and Watere runnes
Princetoune shall have a Poe.

For Johnson Poe & Peter Poe
Have borne her Bannere hyghe;
& John yclept, & lytell Nat
Have made ye Elis crye.

Atte Yale, whenne yye teache Algebra,
YYe thus doe wryte it doune—
Yt greater is fyve feete of Poe
Yn Harvard square plus Broune.

As we are told by Samuel McCoy in the Philadelphia *Public Ledger*, Johnny Poe, who was of the Class of '95, played in all the fourteen games in the fall of his sophomore year, at quarter- or half-back, making some fifteen or twenty of the touchdowns scored by this generally successful team, and kicking most of the goals. Perhaps his mightiest feat that season was making the two touch-downs and kicking the two goals that gave Princeton a 12 to 0 score against the "all-star" team of the Chicago Athletic Club, on which the great Heffelfinger, of Yale; Woodruff, of Pennsylvania; and Ames, of Princeton, played. His last game that season, which proved to be his last game on the field as a player, was against Yale, in which Princeton met with one of her rare defeats. That summer he left college, to return only in the capacity of coach. Neither college nor the East could hold him long, and soon he was bound westward for the frontier. His first venture was in the mining-camps and mountain forests of Nevada, where, Mr. McCoy writes—

He joined the mounted police of the State and rode the mountain-trails with carbine at his saddle-bow and revolver at his side, carrying the law single-handed into many a rough mining-camp and its rougher amusement-halls. Men learned to know that when he said a thing he meant it. On one occasion he led the mounted police into a stronghold of a desperate band of cattle-thieves and captured the gang at the point of the pistol.

Then he prospected in the gold-fields of Ryolite, Tonopah, and Goldfields, roughing it like a 'forty-niner. He walked up to a husky foreigner who had spoken with an insulting oath about the Stars and Stripes one day and told him quietly to take back his words. The big brute looked down on Johnny's five feet six and sneered. That was about the last thing he remembered before the cyclone struck. Johnny became a hero among the miners as he had been on the football-field.

He was ranching and riding-herd in New Mexico when word came of the big strike made by the noted "Scotty" in Death Valley. It was while "Scotty" was racing East in his private train to hurl his gold dust in the astonished eyes of the effete Easterners that Johnny Poe made up his mind that a claim of such reputed richness should be investigated. All that he found, to be sure, was a robbers' cave "with a number of Wells-Fargo money-chests in it, broken and empty," but the terrific fight that he had made of it across

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the desert to Death Valley had stirred the *Wanderlust* again within him, and soon, as we are told, he was engaged in undertakings of a more active kind:

His next adventures in the lonely places of the frontier came to him as a member of the Governmental expedition which surveyed the boundaries between Alaska and British Columbia.

Then the war with Spain broke out and he went home to Baltimore to enlist in the 5th Maryland Regiment with his brother Johnson. He got his first taste of actual war in Cuba, and liked it so well that he joined the 16th Infantry Regiment, which was sent to do duty in the Philippines, where the little brown *insurrectos* were doing murderous tricks with *bolos*.

Back home he came when that was over, but still the thirst for adventure was in his bones, and he enlisted in the State militia of Kentucky, when, in 1903, it was ordered to the mountains for duty in connection with the trials of Curt Jett and White for the assassination of Marcum.

He jumped at the chance to get into fighting again when the war between the little nations of Honduras and Nicaragua broke out in 1907. One story is that he sailed for Honduras in a motor-boat, in which his only companions were a Chinaman, a Spaniard, and an Indian. He offered his services to Honduras and was commissioned a captain of infantry, leading his ragged company of daredevils with a bravery that won him special distinction at the siege of Amapal. The next year, 1908, he saw a chance for another lovely little scrap when General Mendez led a filibustering expedition against Castro, then dictator of Venezuela. Regretfully, he saw the end of that fighting, and when an American naval vessel touched at the nearest port he went down to get passage home.

"Will you take my baggage along with you?" he asked the commanding officer.

"How much baggage have you?" was the reply.

"Fifty-four pieces," replied Johnny solemnly.

"Fifty-four pieces!" exploded the officer; "do you take this for a freight-boat? What are they?"

"A deck of cards and an extra pair of socks," said Johnny.

So they brought him home.

During these years Poe's too infrequent visits to Princeton were occasions of rare delight to his classmates and all who knew him. As we read:

No football season or commencement week at Princeton was complete without Johnny Poe's bubbling humor. Year after year he came back to help coach the team or to see old chums once more under the elms of Princeton.

"Well, where have you been since we saw you last, Johnny?" they would ask. And Johnny Poe, his eyes twinkling, would mount a bench in the reunion tent or in the grill at the Inn and tell of strange scenes in out-of-the-way corners of the earth in a way that set all his hearers roaring with laughter.

One of his friends recalls that the last time he saw Johnny Poe was on the day following the election of Woodrow Wilson to the Presidency. Johnny Poe was helping coach the Princeton team that year and the squad was having secret practise behind closed gates at University Field. Late in the afternoon the gates opened to admit the President-elect, who, in Johnny Poe's undergraduate days, had been faculty member of the committee on outdoor sports. A cheer went up and two or three of the coaches left the field to shake hands with him as he sat watching the practise, Johnny Poe among them. And for one solid half-hour John and the man who had just been elected to the highest office in the nation chatted and laughed with each other.

What did they talk about, do you ask? Politics? No. They exchanged football reminiscences.

Then came the war, the game in which Johnny Poe made his final play. He enlisted as a private in the heavy artillery, which did not much suit him, according to the tone of his letters home. This June, however, he found employment nearer to his desires, in the famous old Scotch "Black Watch," where hand-to-hand fighting was the order of most of their days of activity. He wrote that shrapnel was "most unpleasant," but declared cheerily his fondness for the marching tunes with which the pipers led his regiment. His greatest trial was apparently the wearing of kilts, of which he says:

I had a hell of a time the first time I tried to get into my kilt, but am slowly mastering its intricacies. The colors are green, blue, and black, and there are about seven yards of cloth in it. We wear a khaki apron over it. The approved way of wrapping the kilt around one is to take a deep breath and pull it tight around you before sticking in the large pins.

I am beginning to feel more at home in it; for while kilts are cool for a long way above the knees, the old saying, "To understand all is to forgive all," comes true in this case.

They keep one from thinking about greater or lesser troubles, too. You know the story about Jack Simpson's singing. He sang so badly that one fellow said he liked to hear him sing, as one could not think of his ordinary troubles when hit in the head with a piece of 2 by 4.

At Loos, eight weeks after this letter was written, he met his death in a charge by his regiment. We have no record of this last play in which he took part, but we shall not be far wrong, Mr. McCoy believes, if we picture him facing death sturdily and honestly. The concluding words of the above letter, we are told, are characteristic of the fearlessness and merry spirit of the man. He wrote:

I hope you will thank all the fellows in the class who took the trouble to write to me (and it was trouble, too). I had no right to expect them to do so. I trust that I shall be on hand at the next round-up to tell you "how the play came up."

And now, in the stately language of the rancher and miner, "I looks toward you all, and also bows. I hope I catches your eye."

As ever, while water runs and grass grows— J. P. Poe.

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"Do they get out of order?

"Haven't had a bit of trouble so far.

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Individual Sausage Roll

Make a rather short biscuit dough and roll it very thin, cut in oblong pieces just wide enough to go around a sausage once. Press lightly together at the ends and sides. Bake in a very hot oven, just such a one as you would have for biscuits. Serve at once.

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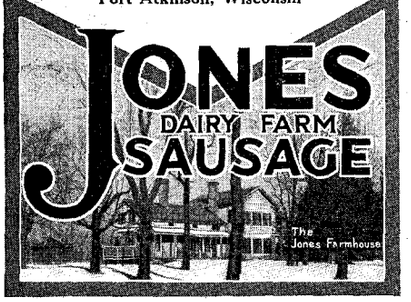

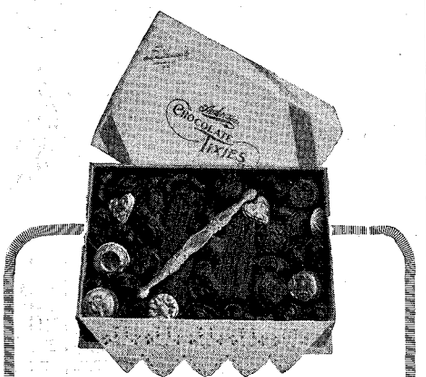

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"POUR LES BLESSÉS"

WHILE Berlin sends out reports of restaurants running full blast, theaters open, and streets gay with people, there is a singular contrast in the picture of Paris, as shown in the stories of recent visitors. Paris is a city of sadness and self-denial—sadness for the dead, self-denial "*pour les blessés*"—for the poor wounded and crippled with whom the hospitals are thronged, who are brought in in ever-increasing numbers, and who troop about the Paris boulevards, blind, halt, and maimed—the patched-up remnants that tell the story of man's empty vengeance upon his fellow man. It is this view of the French capital that Miss Madeleine Z. Doty, a young American woman, gives us in *The New Republic*. She had gone to Paris to offer her services in hospital work. She left her hotel to explore the city the first morning of her arrival—a sunny morning in Paris!—and this is what she saw:

The opera-house sparkled in the sunshine, the driver's whip snapt; the streets were crowded, but a shadow lay across the city. Sorrowing black-clad people filled the streets. I saw that practically every woman was in mourning. And the men, where were they? Gray-haired men drove cabs, white-haired, bent-shouldered waiters served drinks; but straight, upstanding young men there were none. A one-legged Turk, scarcely more than a boy, went hustling by on crutches with an empty red trouser-leg flapping aimlessly. Paris is full of cripples. Legless, armless, blind men, all young, passed in a steady stream. Every able-bodied man in France under forty-eight has gone to war. Cripples, widows, and ambulances—these are the dominant notes. Unceasingly gray auto-ambulances emblazoned with red crosses dash by, bearing their burdens to hospitals all over Paris.

It is the men, we are told, who are praying for the war to cease. They entertain no glimmering thought of giving in, but the knowledge of war that they have gained in these many months has wrought upon them an abiding horror of its heartless cruelty. "The soldiers—not the women—are beginning to say: 'We will have no more children unless there is no more war.'" Germany Miss Doty characterizes as "bitter, relentless, ugly, and at bay"; England is "annoyed, reluctant, capable, and sure"; while France fights on, "tragic, proud, suffering, and resolute." And yet, she finds, out of the suffering of war has come gentleness:

Ready hands help one another. Strangers talk in the street. Wherever I go my little red-cross sign of the hospital wins favor. A torn skirt is humbly mended on bended knees, and when I offer a fee the money is pushed back into my hands with the words, "*Pour les blessés.*" This is the language of the women—"*Pour les blessés.*" No service is too great for the wounded. Weeping women stop to tell one another their stories. Vainly I search for signs of heartlessness or gaiety. The Montmartre

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Make your friends a Christmas present of a carton or more Oranges or Grapefruit—a delightful and original holiday gift. I will send them so as to arrive on Christmas Day, and put your card in box if desired.

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district is closed. The paint is peeling from the front of the Moulin Rouge, and the theater-door sags on its hinges. The Folies Bergère was open and I went there. But it was a dreary performance—no lightness, no gay little jokes, no evening dresses. Even the street-women wore black and plied their trade cheerlessly.

Miss Doty visits the Marne, and finds even here new trenches being dug. As she says:

France is covered with trenches. As my train sped to Boulogne, soldiers were building them to the railroad-track. From day to day as battle rages a trench may be taken. But how can either side beat back over miles and miles of trenches? Meanwhile human life ebbs out. The fields of the Marne are one vast cemetery. The land is dotted with little white crosses. Yet from this land the peasant gathers his crop. Never has the ground been more fertile. With a crack of his whip the driver points to a great open meadow. "There," he says, "four thousand German dead were burned, and to-day we are gathering the biggest hay-crop the land has known."

On one of my last days in Paris I went to the Invalides. Some wounded soldiers were being decorated. The place was packed. Weeping relatives came to honor their brave men. A mother with a baby stands beside me. Tears are on her cheeks, but pride shines in her eyes as a blind husband is led to his place. Then a band strikes up, and out across the courtyard move a hundred legless, armless, and blind men. The commander-in-chief is bestowing kisses and pinning on medals. I shut my eyes. I see France as she will be in a few years—swarming with cripples. I see young men made old and helpless, sitting in chimney-corners, silently fingering medals.

PRAYERS FOR WOMEN

THE campaign is all over for at least another year, and we have all heard enough of suffrage arguments pro and con; yet it were a shame to let vanish the amusing parody that has been going the rounds of the press from the pen of Alice Duer Miller—a jibe at the chief "anti" reasons why women should not vote. It gives us four excellent reasons why women should not pray. Is it too much to suppose that, if women never had prayed, but had always let men do it for them, some such reasons against any attempt on their part to perform that office for themselves would be seriously proposed? Miss Miller's reasons are:

1. Because a wife's prayers would either nullify or duplicate her husband's.
2. Because praying would distract a mother from her natural duty of teaching her children to pray.
3. Because the conditions of a woman's life are such that she can not know what it is wise to pray for. She might pray for rain when fair weather was needed or for fair weather when the crops required rain.
4. Because women already pray indirectly through their sons, husbands, and brothers.

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These sweet, juiceful oranges were obviously made to drink (and a royal draught they supply), but they may be used in many other ways. A number of these juice-requiring recipes are contained in a beautiful little book published by the Florida Citrus Exchange. You will find these recipes misleading if you attempt to use them with other than **Sealdsweet** oranges. Only **Sealdsweet** oranges give sufficient juice to fit **Sealdsweet** recipes.

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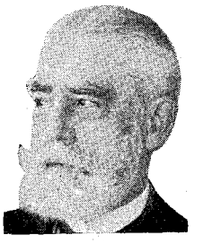

"I would be all adrift," said the President, "if I cut loose from about the only real conviction I have preserved through forty years in business—faith that a trade mark protects the buyer.

"To me a trade mark means that a manufacturer has so standardized his processes and materials that he has the confidence to come out in the open and tell all the world that he makes the goods, believes in them, is responsible for them and stands back of them.

"The fact that every sheet of Hammermill Bond is watermarked is all that I want to know about the paper."

"All convictions about trade marks aside," put in the Treasurer, "the fact about Hammermill Bond which interests me is that we save about $1,000 a year by using it for all office needs.

"I have seen a good many concerns blow up because of excessive enterprise, but I never heard of one being wrecked by economy.

"I may not add much to the progress of this concern, but my tight-fisted economy has served in several squalls as a pretty useful riding anchor."

"As to that," remarked the Purchasing Agent, "I haven't the reputation of being a very liberal buyer, but I consider one thing to be of even more importance than low price, and that is to be able to get the goods when I want them. What recommends Hammermill Bond to me is that the selling agents carry big stocks of it in all important business centers and an enormous reserve stock is carried at the mill. I never yet had a job held up because the printer couldn't get the paper."

"You all miss the main point," said the Advertising Manager, "which is that Hammermill Bond is a blamed good paper and is made in twelve colors and white and in three finishes—Bond, Ripple and Linen. It is adapted to all of our needs so we are able to standardize on one quality of paper, which means a lot in an advertising department. If you want results in printed matter you must have quality in the paper."

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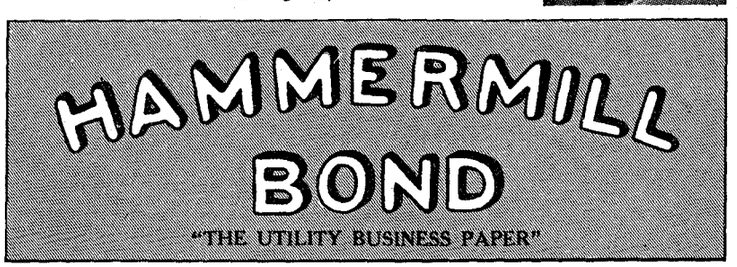

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A SATIRIST TALKS PREPAREDNESS

"IT is difficult to praise anything that is higher than the highest note of praise," declared Patrick Francis Murphy, at the Manhattan Club banquet, speaking of the President's speech that was to follow his own. If that was high praise, the President's appraisal of Mr. Murphy's own contribution to the occasion was hardly less satisfactory, for, as we are assured by the New York *Herald*, Mr. Wilson not only laughed constantly during the Irish satirist's address, but sent immediately for a verbatim copy of it, with which he entertained himself in huge delight on the return trip to Washington. It may be judged that such satire as was hurled was not aimed at the President's own notions of preparedness, but was, rather, innocuously scattered over his adversaries. On the whole, as the reader reviews Mr. Murphy's speech in *The Herald*, it seems almost the epitome of neutrality. The speaker dispatches the shafts of his wit impartially at everything and every one, and none of them is fatal. He begins in a semimystical manner, declaring that "even the Church can not explain this world, and therefore strongly recommends the next." "In life nothing happens except the unexpected," and so it is that nations find themselves at war and we come to realize that "until this war we never appreciated the foresight of our forefathers in emigrating from Europe." We should cultivate sympathy for our brothers now in such dire distress, for "sympathy is the quiet satisfaction one takes in being better off than others, and with an intent to keep so." Presently he diverges upon the topic of law. Public opinion is stronger than law, and "Fear of the neighbor is the beginning of wisdom," and further:

> Laws are made for people who break them. As women are the more law-abiding of the sexes, so the law holds they are unfit to govern. It has been observed that there is a false standard of living among women. They are abstemious—live on scanty food—in order to wear fine clothes. But good clothes do not lead to indigestion. Men dig their graves with their teeth, but if women dig theirs with their silk stockings the fact was not noticed in the last campaign. Christianity has excluded women from the clergy—it is afraid of them—it shows how attractive women are.

Mr. Murphy, broaching the subject of national defense, traces the history of the building of the World's Peace Palace at The Hague, where now "all is complete with the single exception of the world's peace." We read:

> When its construction is decided upon, England goes to war with South Africa The plans for the building are adopted, and the Russo-Japanese War breaks out The laying of the corner-stone coincides with the visit of the Kaiser to Tangier, and the beginning of the Morocco troubles Up goes the first story and Austria annexes Bosnia and Herzegovina, and, looking into

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the seeds of time, one could see trouble "German-ate."

On the completion of the second story, Italy goes to war with Turkey. The roof is put on and serves as a cover for the Balkan trio to spring at one another's throats, and in the foyer, Carnegie's gift, the Angel of Peace could be heard flapping its wings prior to taking flight to Mexico, that country where every now and then peace is breaking out. To the statesmen of Europe the Peace Palace evidently means every nation should peacefully permit them to do what they want. . . . .

The idea is advanced that preservation of peace is maintained by neglect of equipment, forgetting that what gave the charm to the Garden of Eden was not the absence of equipment, but the presence of Innocence.

In a calm sea every man is a pilot. An optimist may be defined as an American who sails through the war-zone relying on the efficacy of the Nebraskan policy to protect him from submarines. No doubt there is honesty in this policy, but it is doubtful if honesty is always the best policy. Proverbs, like legal references, defend both sides of every question. It is one of the amiable foibles of human nature that the more man departs from truth the more he imagines he is finding it. That's what makes his case so sad.

PAINLESS WARFARE

WE have already heard how the French have learned to distinguish between "good Germans" and "bad Germans" in the opposing trenches, through the fact that the "good" Bavarians do not harass the foe unnecessarily, and exhibit even a friendly mien when duty is not calling, while the "bad" Prussians never relax from the stern discipline imposed upon them. Here is a story of a "good" German who discovered probably the least disagreeable form of warfare it is possible to wage in these days. The story is quoted by *The Catholic Citizen:*

A German priest visited the war-front, where he met a Bavarian infantryman sitting in a deep hole.

The soldier asked the priest for the loan of his field-glasses. He then asked him to enter the hole and watch him catch a French cuirassier. While the priest looked, a French officer fell from his horse. The Bavarian descended from the tree and caught the horse, which was on the point of running away. In the meantime the priest attended to the Frenchman, whom the horse had dragged a short distance.

"Pastor, have no care," the Bavarian said; "I have not hurt him."

In fact, the Frenchman was only unconscious. The priest then learned how the Bavarian had fired. The bullet had struck the heavy cuirassier-helmet, and the man was knocked unconscious.

"In order to perform this," the Bavarian sharpshooter added, "one must have a safe hand and good eyes."

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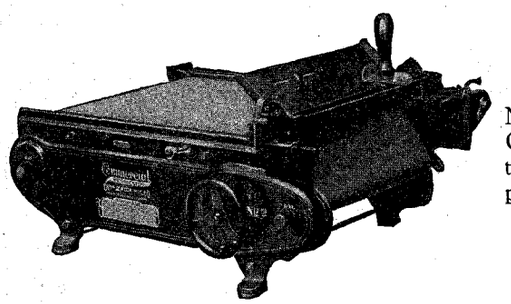

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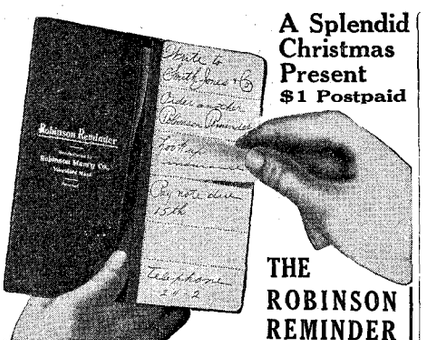

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INVESTMENTS AND FINANCE

ONE YEAR OF THE FEDERAL RESERVE BANKING SYSTEM

ON November 16 one year had passed since the new Federal Reserve banking system went into operation. Late last year the financial situation in this country was still far from satisfactory. Foreign exchange was heavily against us, and the banks had only just emerged from a condition in which there was a large deficiency in their reserves. Fearing an avalanche of European liquidation of American securities, the Stock Exchange in New York was still closed. A writer in the New York *Evening Post* points out that "the complete and dramatic change" that has since come over our financial situation is shown in the great rise in the investment markets, in the unprecedentedly large gold-imports, in the swing of foreign exchanges in our favor, "to a degree never witnessed in our time before," and in the entry of this country into the international market as a chief lender of money to the outside world.

Discussion of the anniversary has centered on the fact that during the year the new facilities provided for by the system have remained "practically untouched." In the last week before the anniversary day, the twelve Federal Reserve Banks had a cash reserve of $329,253,000, while their total rediscounts were only $43,148,000. Meanwhile, the Federal Reserve notes in circulation not specifically covered by deposits in cash against them amounted to only $13,007,000. In these facts the *Evening Post* writer found plain evidence that "the facilities of the new banking system had not yet had to be employed." The reason was to be found in the extraordinary gain the country has made in financial power, prestige, and banking resources through the working out of economic conditions under a European war. But while these new facilities had not yet been employed, it should not be forgotten that the existence of our new and sounder banking and currency system must have had its influence in promoting this very confidence on the part of the outside world in the economic position of this country. The writer pointed out further that the existence of these facilities and safeguards for our financial system had "an immense importance in their bearing on the economic problems which will confront us in the later stages of the war and on the return of peace."

According to a writer in *The Wall Street Journal* the manner in which the Federal Reserve authorities had most profited by conditions prevailing during the last year was in the accumulation of gold, a factor which in future times of stress would count. Only because of the existence of exceptional conditions was it possible to achieve success in this matter. The Federal Reserve Banks now have a total of $297,445,000 in gold, and in addition, and quite distinct from that sum, the Federal Reserve agents have accumulated a gold fund of $133,500,000. Many writers in commenting on the anniversary noted a remark made a year ago by Paul M. Warburg, one of the members of the Federal Reserve Board, that the 16th of November, 1914, "might be considered the Fourth of July in the economic life of our nation." He predicted that "coming generations would commemorate it as marking the foundation of our financial emancipation."

Membership in the Federal Reserve system now embraces 7,630 banking institutions, mostly national, and the aggregate paid-in capital approximates $55,000,000. While the reserve banks have been completely organized, their rediscounting facilities have thus far been only slightly utilized, because of the prevalence of easy money which made it unnecessary for member banks to seek accommodations.

A writer in the New York *World* recalled that the National Bank Act of the Civil War "was a great triumph in its place and time," but the Federal Reserve Act had "proved a greater triumph in its more fundamental service to stable banking and public protection against panic." In the New York *Times's* comment on the anniversary the following appeared:

"One year ago the Federal Reserve system was born amid a commercial, financial, and international convulsion. The conditions were so unpromising that opinions were divided regarding the advisability of deferring so great an adventure to more favorable times. The result has justified the action taken, and the system has only begun to exert its beneficent effect upon the country's business. Few will contend that the favorable progress of the year is altogether due to the betterment of the conditions of banking and of commercial credit through the operation of the Reserve system. Fewer still will contend that the system did not reenforce the forces making for recovery in ways that hardly anybody foresaw. No doubt the extremely easy money market assisted, but the money market would hardly have been so easy without the certainty that there would be no currency-scarcity under the Federal system. Nobody foresaw that the greatest loan ever floated between one country and the investors of another would be taken in this country, and there can be little doubt that the new system facilitated it in some degree.

"It is announced that dollar exchange has been established between the United States and Australia. The incident itself is not of large importance except as a portent. This country is entering into foreign trade-relations as never before, and there can be no doubt that the Federal system is strongly promoting it by surmounting the obstacles in the old law. Under the old "American" system National Banks could not have foreign branches, could not lend their credit—which was taken to mean, could not grant acceptances—could not unite their resources for a common purpose except through the machinery of the clearing-houses, and were in many ways impeded in what the Federal Reserve system has begun to do most promisingly.

"Among the favorable developments of this first year have been the loss to the Treasury and gain to the Federal system of banking primacy.. This has not been accomplished by the aggression of the Federal system, but by the misadventure of the Treasury's plans for preserving its banking functions. They have been too great for the country's good, however well intended, and are destined to dwindle Soon the Treasury will be a mere customer of the Federal system, placing the resources which belong to the country at the country's service, and never again alternately starving and flooding the money-

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market by revenue operations having no right relation to credit or banking. This result will be sure in proportion that the Federal Bank management remains what it has been, firm and not fussy, dictated by reason, and using no other force to establish its primacy in the nation's financial councils."

LIVING COSTS IN PARIS

The approach of a second winter since the war began gives new interest to the cost of living in European capitals. Items pertaining to Paris were presented recently in the New York *Times Annalist* by a correspondent writing from Paris. Coal had become so costly that many landlords had announced their refusal to heat large apartment-houses, altho another reason for this was found in the moratorium under which they were not receiving rent from some of their tenants. Following are prices that now prevail in Paris and those of 1913:

		Francs	
		1915	*1913*
Coal	per ton	95.00	60.00
Anthracite	per ton	125.00	75.00
Sugar	per pound	.65	.30
Butter	per pound	2.50	2.20
Jam	per pound	1.30	.80
Bread	four pounds	.90	.75
Bacon	per pound	3.00	2.20
Rump-steak	per pound	2.50	1.80
Mutton cutlets	per pound	2.20	1.40
Veal (stewing)	per pound	1.75	1.00
Fresh pork	per pound	1.70	1.40
Chocolate	per pound	2.00	1.40
Cheese	per pound	.55	.35
Soap	bar	.60	.35
Potatoes	per kilo	.25	.15
Cabbages	each	.60	.20
Lentils	per liter	.60	.40
Haricots	per liter	.50	.30
Cotton	a reel	.40	.20
Wool	per kilo	20.00	8.50

The writer believes there is no real cause for anxiety "so long as France and England hold the seas." At the same time the winter is not likely to be a pleasant one for the poor, as the above figures show. However, France has no reason to fear any real curtailment in breadstuffs, altho the French have always been exceptionally large consumers of bread. As to other articles of food, the situation is not so good. The potato-crop, for example, has been a partial failure, due to a wet summer. Milk has become not only dearer, but scarcer, because cows have been largely requisitioned. Meat, from being a necessity, has become a luxury, so that retail butchers are more and more closing down their shops. Fish has become quite scarce, the advance in price being about 30 cents, this scarcity being in part ascribed to the fact that a large number of trawlers have been engaged in mine-sweeping and hunting down submarines. The writer says further:

"Leather, in company with all other army-equipment material, is extremely dear. Boots, which could be purchased before the war at from 20 to 25 francs the pair, now fetch from 40 to 45 francs, and even repairs are double the original charge. Clothing of all kinds is rising, and the chances of a fall are quite remote while the rich wool- and cotton-manufactories of the north (Roubaix, Lille, Tourcoing, etc.) remain in the enemy's hands. Petrol, too, which could be bought for 2.50 francs the five liters, is to-day scarce at 4.50 francs, and taxi-drivers are wondering how much longer they can possibly run their cabs at the old rates. Here, again the hand of the 'requisitioner' is heavy.

"Turning from home products to the imported articles, one finds much the same conditions prevailing. Extra cost of freight and insurance has to be added to an already higher price, all of which is naturally passed

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on in turn to the unfortunate consumer. The scarcity of male labor is yet another factor not to be overlooked, and some industries have had to close down for want of it, lessening output and consequently raising prices. Glass-workers are now making shells—the Belgian and Austrian supplies are dead—and a broken pane in the writer's window recently cost 5.75 francs to replace, against 1.25 francs in peace-time."

A Paris correspondent of the London *Standard* declares that it is not in articles of consumption as food that the greatest increases have taken place, but in other articles much used in every-day life and of the cheaper sort, such as heretofore were made in Germany. There is not so much a want of articles of this class as a lack of the inexpensive kinds such as Germany made and sold in France. When German and Austrian articles disappeared, it was not possible at once to replace them, either from England or from America, so that France was practically thrown upon her own resources. France has had her ports free and has had plenty of money, and yet the world's markets have been of little avail to her in keeping prices at former levels. Figures are presented to show what this means in such articles as shirts, boots, shoes, etc.:

"Let us take shirts. These used to be made in the north, and all over France, from material provided by the occupied towns. They were also imported from England and America, and, of course, from the Central Empires. Altho England and America still have unlimited supplies of cotton, flannelette, and flannel, owing to the restrictions on export and the difficulties of freight these are very dear.

"Cambric or linen shirts, which in 1914 cost 5*s*., now cost 6*s*. 8*d*. Cotton shirts have risen from 3*s*. 9*d*. to 5*s*. 6*d*.; flannelette shirts, from 3*s*. 9*d*. to 5*s*. 3*d*.; and flannel, from 10*s*. 3*d*. to 15*s*. Men's pants, from 2*s*. 6*d*. to 3*s*. 9*d*.; collars, from 6*s*. 3*d*. to 8*s*. 4*d*. the dozen; and handkerchiefs, from 6*s*. 3*d*. to 10*s*. Cotton socks have risen by about 2*d*. to 5*d*. a pair, and woolen socks by 15*d*. Almost all sorts of cloth and cotton stuffs have risen at least two or three francs the yard, and more for the better qualities.

"Boots and shoes have risen at least 20 per cent., and soling and heeling costs at least 15*d*. to 20*d*. more. Table-glasses have gone up 1*s*. 6*d*. a dozen, and bottles 50 per cent.; sewing-cotton, from 2*d*. to 2½*d*.; and packets of needles and pins respectively have risen ½*d*. and 1½*d*. As for knitting-wool, it costs very nearly double, or 10*s*. the kilo, instead of 6*s*. 8*d*. Spirit for lamps has more than doubled, as has black soap. Coal, as used in ordinary kitchens, is twice the price, and sells now at 4*s*. 6*d*. the sack, instead of 2*s*. 2*d*.; while anthracite has risen from 2*s*. 6*d*. to 5*s*. 9*d*.

"Curiously enough, considering the amount that used to be imported from Austria and Germany, furniture has not risen much, but this is perhaps because the demand has not yet exhausted the old stocks. Bedding alone seems to have increased, mattresses and spring mattresses having risen 20 or 30 per cent.

"With all these small worries and inconveniences there is still much to be thankful for. Neither gas nor electricity is charged more for, and rents have rather decreased. Up to now there has been no increase in taxation, either direct or indirect, and in spite of the tremendous strain put upon her France has not called upon her population for as much pecuniary self-sacrifice or material suffering, apart from the human toll of the Army, as the other belligerents."

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After the Fall.—OBSERVANT KIDDY—"Oh, look at that funny man, mother. He's sitting on the sidewalk talkin' to a banana-peel!"—*Judge.*

Sold!—AUTOMOBILE SALESMAN—"I appeal to you as a woman of taste and judgment; the static lag of the motor is as the square of radius impulse."—*Puck.*

Fond.—"Why all these toots as you pass that village?" inquired the fireman.

"Toots is my wife's pet name," explained the engineer.—*Kansas City Journal.*

Appropriate.—"Some people are humorous without even knowing it."

"As when, for instance?"

"Here's a man advertises a lecture on 'The Panama Canal,' illustrated with slides."—*Chicago Herald.*

Hungry.—"Your wife's dinner-parties are always beautiful affairs."

"Yes," replied Mr. Cumrox. "At first people didn't seem to want to come to 'em, but I guess mebbe the high cost of living is making a difference."—*Washington Star.*

A Feminist.—The dull boy in the class unexpectedly distinguished himself in a recent history-examination. The question ran, "How and when was slavery introduced into America?" To this he replied:

"No women had come over to the early Virginia colony. The planters wanted wives to help with the work. In 1619 the London Company sent over a ship-load of girls. The planters gladly married them, and slavery was introduced into America."—*Youth's Companion.*

A Lost Lamb.—William Dean Howells, at a dinner in Boston, said of modern American letters:

"The average popular novel shows on the novelist's part an ignorance of his trade which reminds me of a New England clerk.

"In a New England village I entered the main street department-store one afternoon and said to the clerk at the book-counter:

"'Let me have, please, the letters of Charles Lamb.'

"'Post-office right across the street, Mr. Lamb,' said the clerk, with a naive, brisk smile."—*Illustrated Sunday Magazine.*

No Spoils to Share.—An old negro was charged with chicken-stealing, and the judge said:

"Where's your lawyer, uncle?"

"Ain't got none, jedge."

"But you ought to have one," returned the Court. "I'll assign one to defend you."

"No, sah, no, sah, please don't do dat," begged the defendant.

"Why not?" persisted the judge. "It won't cost you anything. Why don't you want a lawyer?"

"Well, Ah'll tell yo', jedge," said the old man confidentially. "Ah wants ter enj'y dem chickens mahself."—*Ladies' Home Journal.*

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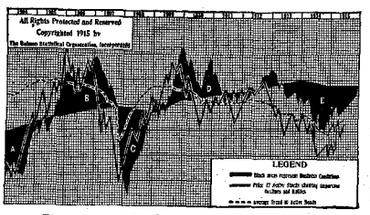

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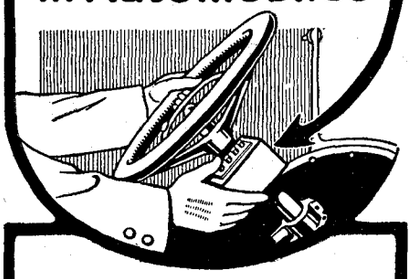

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Preferred.—EDITH—"Would you marry a man to reform him?"

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A Large Dose.—OSWALD—"My love for you is like the deep blue sea—"

CLARISSA (for such was her name)—"And I take it with the corresponding amount of salt."—*University of Michigan Gargoyle.*

A Perilous Peak.—"What is your idea of ease with dignity?"

"The attainment of a position," replied Senator Sorghum, "where people won't laugh if you talk about lecturing as if it were regular work."—*Washington Star.*

Not Backward.—COUNTRY SCHOOL-TEACHER—"You notice that boy who stands at the foot of his class? Well, last summer he was the brightest boy in school."

COMMITTEEMAN—"He is now. I notice the foot of the class is nearest the stove."—*Puck.*

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A New Attack.—"Excuse me, sir," said the panhandler, shuffling up to Dubbleigh's side, "but you couldn't let me have $15, could you?"

"Fifteen dollars?" echoed Dubbleigh. "Great Scott, man; do you for one moment suppose I'd be fool enough to give you $15?"

"No, chief—I didn't," said the panhandler, "but I sort o' hoped you'd regard it as a kind of personal assessment and swear off fourteen ninety, leavin' me with a dime to the good!"

He got it.—*Chicago Herald.*

A Passport.—The Archbishop of Canterbury was to officiate at an important service in London. The main entrance to the Abbey was opened, and a great space roped off so that the dignitaries might alight from their equipages unmolested. When a dusty four-wheeler crossed the square, driven by a fat, red-faced cabby, bobbies rushed out to head him off.

"Get out of 'ere," one of them called briskly. "This entrance is reserved for the Archbishop."

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"I 'ave the old duffer inside."—*Christian Register.*

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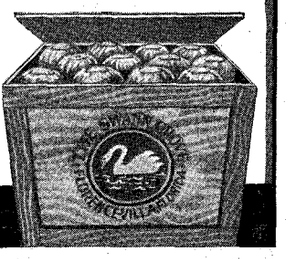

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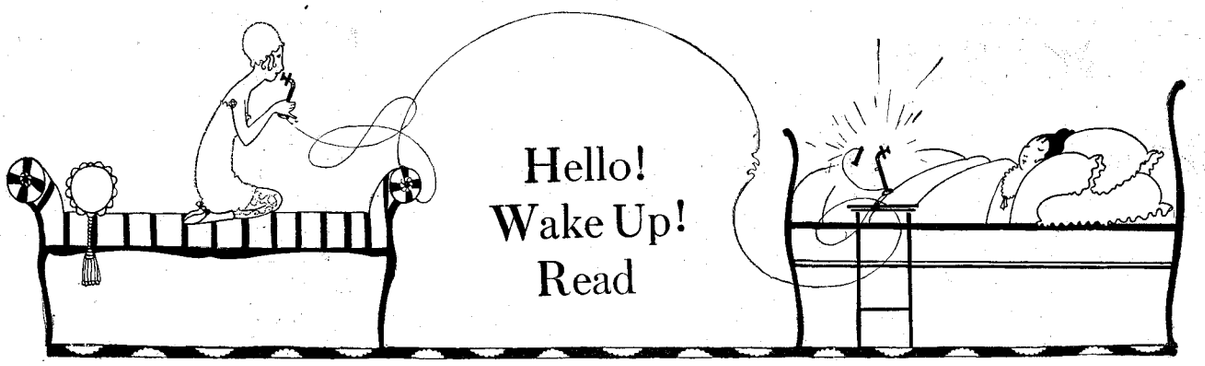

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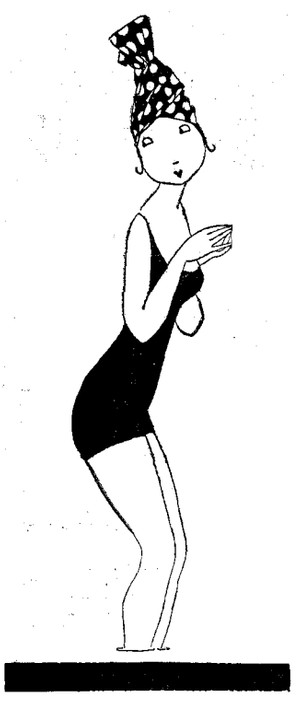

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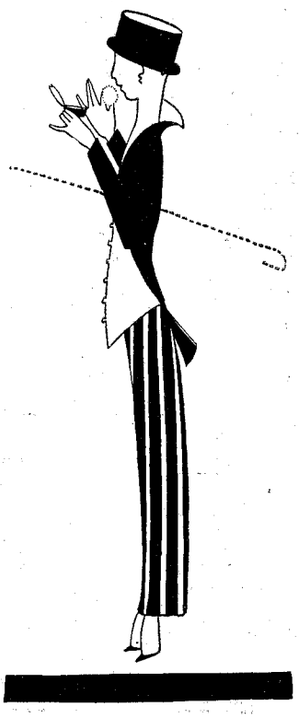

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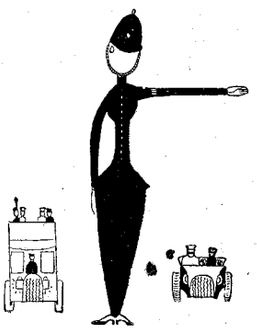

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CURRENT EVENTS

EUROPEAN WAR

IN THE BALKANS

November 10.—Greece calls all her reservists to the colors, making a force of about 500,000 soldiers. More British troops are reported landed at Saloniki, the British forces spreading out toward Strumitsa.

November 11.—The French forces are officially reported to hold two important heights between Strumitsa and Robova, Bulgaria, both commanding the railroad. West of the Vardar three more villages are captured and French troops are said to be across the Crna River, toward Perlepe, only a few miles from the Servians, in the Babuna Pass. French cavalry patrols surround Koprili, which is still in Bulgar hands.

November 12.—British, French, and Russian Ministers in Athens demand from the Greek Premier an announcement of the attitude he will take should Allied troops be driven back over the boundary-line into Greece.

November 16.—Bulgarian forces, descending through the Tetovo region west of Uskub and approaching Perlepe from the west, take Krusevo and advance east to within six miles of Perlepe. North of Perlepe, in the Babuna Pass, the Servians, greatly outnumbered, are reported to be giving way. The capture of Perlepe menaces the Anglo-French forces, in addition to cutting off the Servian retreat.

November 17.—Athens reports a Bulgarian force under German command to have taken Perlepe and to be within two hours of Monastir, hitherto thought safe from any immediate attack.

IN THE WEST

November 10.—Violent cannonading continues in the Artois section. Mining and sapping occupy the opposing forces at other points.

November 17.—Cannonading and protracted artillery duels continue in the

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Artois. Loos, Angres, and Souchez are the centers of heavy bombardments.

IN THE EAST

November 9.—Russia reports the Germans are driven back west of Riga, and that direct lines have been opened by the Slavic forces connecting their armies at Olai with the Gulf, where a Russian fleet commands the coast. Progress is reported in Volhynia.

November 11.—The Russians under General Ruszki in the Riga section gain in momentum, particularly west of that city, where the German attack is said to show signs of turning. Berlin reports the situation unchanged.

November 12.—Russian offensives west of Riga continue, made possible, it is declared, by Japanese ammunition. Berlin declares that along the Styr, south of Pinsk, the Austro-German forces have broken the Russian line at one point and captured 1,500 prisoners.

November 13.—German successes south of Pinsk continue, where the Russians are driven across the Styr. The Russians attack heavily between Vilna and Minsk, at Smorgen, to relieve the Styr situation and the Riga front.

November 16.—Russia claims a retirement of German forces west of Dvinsk, in the Lake Sventon district, in which some disorder is evident.

GENERAL

November 11.—The Italians report progress in the Logarino Valley, near the head of Lake Garda, where the railroad bridge between Mori and Seghe is destroyed. On the middle Isonzo they are heavily engaged on the heights northwest of Gorizia, where success is reported. On the Carso plateau, also, progress is made.

Berlin reports friendly protests made by Turkey and Bulgaria to Greece anent the landing of Allied troops on Greek territory. Greece promises to "clarify the situation."

General Gallieni, newly given the French war-portfolio, declares his intention of putting the War Office on a strictly business basis, cutting red tape and rooting out incompetence.

The Earl of Derby, British Director of Recruiting, announces that, failing enlistments of young men fit for the service, the Government will, after November 20, "take the necessary steps" to compel them.

November 12.—The Kaiser visits King Ferdinand in Sofia, to leave later for Constantinople. Bulgaria now begins to supply large quantities of her surplus grain to Germany, by way of the Danube and the Nish-Belgrade railroad.

Winston Spencer Churchill, Chancellor of the Duchy of Lancaster, resigns from the Cabinet and announces his intention of going to the front in his capacity of Major in the Oxford Yeomanry.

The Italians report further successes. Gorizia is heavily bombarded. The Italian steamer *Firenze* is sunk by a submarine 40 miles off the Egyptian coast, with 21 missing.

November 13.—The Italian Government announces officially that the *Ancona*, sunk by a submarine in the Mediterranean on November 8, did not attempt to escape when halted by the submarine, and that she was bombarded while boats were being lowered. The assailant is declared to be a German *U*-boat.

Colonel Heussler, Swiss military statistician, estimates the total number of men

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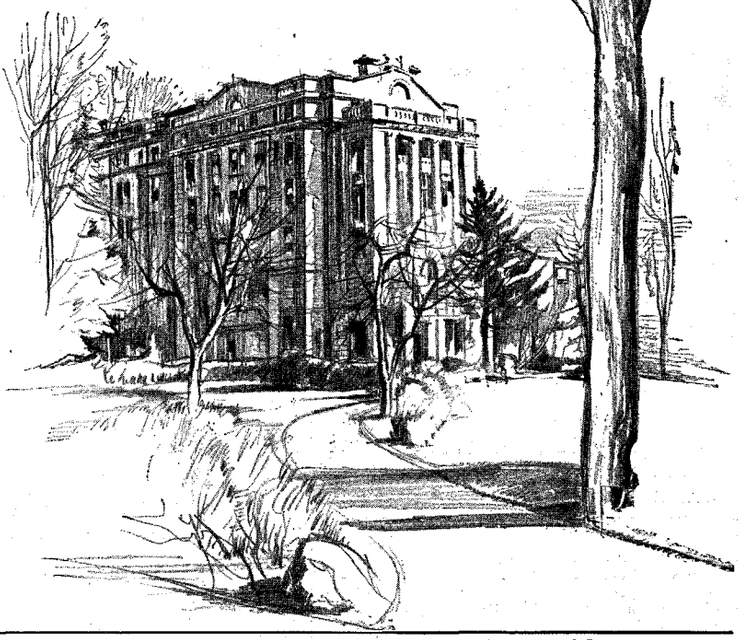

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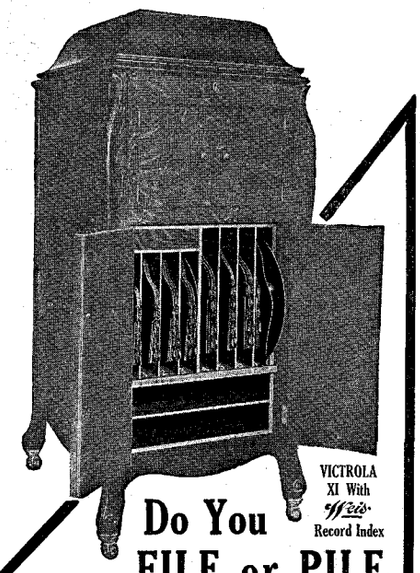

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killed in the war to November 15 as 5,000,000. But reckoning on the basis of Premier Asquith's announcement of 2,228,300 killed up to July 31, based on German and English calculations, the present total is slightly over 4,000,000, Japan not included.

Austrian aeroplanes bombard Verona, killing 30.

Berlin claims 94,000 Servians taken prisoner out of the total Army of 300,000.

November 14.—The Austrian Admiralty announces officially that the *Ancona* made off at full speed when signaled by the submarine and stopt only after it had been hit several times; that forty-five minutes were allowed for the passengers to disembark; that few did so, and most of the boats were unoccupied; that the submarine finally torpedoed the *Ancona*, which took another forty-five minutes to sink, and that no lifeboats were fired upon.

November 15.—Earl Kitchener is reported at the Island of Lemnos, in the Ægean, where he is conferring with the High Commissioner for Egypt. Denys Cochin, Minister without portfolio in the French Cabinet, arrives at Athens, en route to meet Kitchener at Saloniki.

Brescia, Italy, is bombarded by Austrian airmen, whose shells kill seven and wound ten. Little damage is reported.

A George Bernard Shaw skit on recruiting entitled "Flaherty, V. C.," is suppressed by the censor at the Abbey Theater, Dublin.

November 17.—A dispatch from Rome reports the issuance of a decree empowering the Italian Government to requisition foreign ships in its ports, without compensation. Much Greek and German shipping is affected.

Rome reports also a Roumanian decree authorizing the Minister of War to requisition immediately all material necessary for national defense.

The British hospital-ship *Anglia* strikes a mine in the English Channel and sinks, taking with her 85 of her passengers. A rescue vessel also sinks.

DOMESTIC

November 11.—Dr. Joseph Goricar, who resigned in December, 1914, after fifteen years in the Austro-Hungarian consular service, presents a statement to the Providence *Journal* for publication, in which he declares that this country is honeycombed with spies, and that every Austro-Hungarian consulate is the center of propaganda against munition-factories.

A representative of the Allies closes with the Christman Aeroplane Company, of Washington, a deal for 11 Class B battle-ship-cruiser-type aeroplanes, each with a wing breadth of 180 feet, 1,600 horse-power engines, and a carrying-power of 15 tons.

November 13.—The steamship *Vinland*, of the Atlantic Transportation Company, owners of the *Hocking*, puts in at Hampton Roads, claiming to have been chased into that port by a British cruiser, tho flying the American flag.

November 14.—Mayor Mitchel, of New York City, appoints a Committee of One Thousand on National Defense, whose function is to offer all possible aid to the President in his plans for this country's better preparedness.

Booker Taliaferro Washington, born a slave, founder of Tuskegee Institute, and recognized leader of the negro race, dies at his home in Tuskegee, Ala.

November 15.—Judge Ben B. Lindsay is fined $500 and costs for contempt of court in his refusal to disclose the confessions of a twelve-year-old boy given to him in confidence.

November 17.—A strike of twenty-five clerks and carriers in the Fairmont, W. Va., post-office, said to be the first strike in the history of the United States postal service, ties up the mail system of that city.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. T.," Shoshini, Wyo.—"Please decide whether or not there were two declarations of war by United States in the Spanish-American War and the Philippine Acquisition."

War was formally declared on Spain by the United States on the 25th day of April, 1898, Spain having declared war the preceding day. This was the only declaration of war by the United States. An ultimatum was sent to Spain April 20, fixing the hour of noon, April 23, as the last moment for a satisfactory reply to the questions at issue between the two countries, which was in effect a declaration of war, but the formal declaration by the United States was not actually made until the 25th.

"E. E. L.," New Orleans, La.—"Is the expression 'one or two steamers' considered correct English?"

It is an elliptical phrase in which the word "steamer" is understood after the word "one." Such phrases are considered good English.

"D. J. McS.," Lethbridge, Can.—"Kindly advise me if there is an opera or a literary work of any kind of the name *Berenice*, and if so, who would likely be able to give full information about it."

An opera of this name by Giovanni Domenico Freschi, an Italian composer, was produced in Padua in 1680. There is also a drama by Racine having this title, produced in 1670, which dealt with the love-affair between the Emperor Titus and Berenice, the wife of Agrippa, who left her husband and went to Rome as the promised wife of Titus, but the latter banished her, tho unwillingly, in the early days of his reign.

"A. G. B.," Lebanon, Pa.—"Kindly answer the following: (1) In what State was the right to vote first granted to women? (2) What is the most densely populated country in the world? (3) Into what three classes are the people of Europe generally divided?"

(1) Woman suffrage was gained in Wyoming as long ago as 1869. (2) The most densely populated country in the world to-day is Saxony, which has a population of 743 to the square mile, almost exclusively industrial. Belgium, before the war, was second, with 589 to the square mile. The country with fewest inhabitants to the square mile is Australia, whose percentage is 0.2. (3) The people of Europe are roughly divided into three classes—upper, middle, and lower. The upper class consists of the monarchs, nobles, and landed proprietors, the people who own the countries; the middle class consists of those people who control the goods of the country, from the small shopkeeper to the owner of the largest factory, and also includes the professional classes. The third, and by far the largest, class consists of those who control nothing but their labor.

"H. F.," Columbus, Ohio.—(1) "Is the primary requisite for a definition of a 'nation' a government; if not, what is the definition of a nation? (2) Is a people of the same language, institutions, and customs necessarily a nation? (3) Are the Jews in their existing State a nation?"

(1) and (2) The dictionary defines the word *nation* as, "1. A people or community associated together and organized *under one civil government* and ordinarily dwelling together in a distinct territory of its own; an organized body politic; a state. 2. An aggregation of people of common origin, traditions, and language; a linguistic stock." (3) While the Jews, in their present state, can not be called a nation, under the first definition, under the second they have a perfect right to be so called.

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